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OPERATION & WORKS COMMITTEE MG.0

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MEADOWVALE BUSINESS PARK

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V00828-

LOCATION LABEL



-98080217-

Thursday, May 30, 1985



City of Mississauga
MEMORANDUM

To Chairman & Members of the From Kathy Zammit
Dept. Public Works Committee Dept. Clerk's

April 16, 1985

Re: Public Works Committee
Rescheduling of May Meeting
File: A.03.04.06

Please note that the meeting of the Public Works Committee, previously scheduled for Thursday, May 16, 1985 will now be held on Thursday, May 23, 1985 at 9:30 a.m. in Committee Room 'A'.

Agendas will be circulated in due course.

Kathy Zammit
Committee Co-ordinator

/pj

cc. Mayor & Members of Council
Department Heads



City of Mississauga
MEMORANDUM

To Members of the Public
Works Committee
Dept. _____

From K. Zammit
Dept. Clerk's

April 29, 1985

Re: Public Works Committee Meeting - MAY

This will confirm that the regular meeting of the Public Works Committee for the month of May, will be held:

THURSDAY, MAY 30, 1985, 9:30 AM, COMMITTEE ROOM A.

Kathy Zammit
Committee Coordinator

c.c. Mayor
Members of Council
Department Heads

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 30, 1985, 9:30 AM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman
John Rogers, Vice Chairman
Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Christopher B. Gauer
June M. Hayden
E. Allan Hignell

PREPARED BY: Clerk's Department

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

2345C/129C

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Public Works Committee - May 30, 1985

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F.06.04.02
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4.	F.05.03.02	Sidewalk Plowing/Sanding - Jaguar Valley Drive
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6.	F.05.03.02	Sidewalk Plowing/Sanding - Deer Run Area
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CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 30, 1985
Committee Room A, 9:30 am

A G E N D A

DEPUTATIONS

- A. Mr. Thomas O. Moon
See Item 1

MATTERS FOR CONSIDERATION:

1. Report dated April 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, in response to a letter from Mr. Thomas O. Moon, 85 Chalfield Lane, with respect to on-street parking in residential areas (Request for Report 87-85).

Mr. Moon proposes that parking be permitted in residential areas on one side of the street, possibly alternating monthly, which would "still allow access in case of fire emergencies etc. and in the winter a snow warning could be issued". He suggests that "as it stands, housing permits do not facilitate 2 cars (medium or large) in 1 driveway (even the garage is too small)". Failing support for his proposal, he suggests the implementation of permit parking.

Mr. Taylor advises that Mr. Moon's comments have been reviewed, and Chalfield Lane particularly was checked. The homes in that area are semi-detached dwellings all with garages and 1 parking space in the driveway, representing 200% off-street parking available for all dwellings. It was noted that some vehicles parked partially in the grassed area adjacent to the driveways, and that at Mr. Moon's residence, a 6-man pick-up truck with a large trailer is parked in the driveway and encroached somewhat onto the municipal sidewalk.

Mr. Taylor agrees that the standard single car garage provided in this area is not large enough to accommodate a truck and trailer; however, this problem does not appear to be experienced by any of the other residents of Chalfield Lane.

Parking is permitted on both sides of the street, a standard 28 ft local road, for a maximum limit of 3 hours. He explains that the City has not adopted long term alternate side parking in any other area with low density development which have at least 200% on-site parking at each residence.

Mr. Taylor advises that since each dwelling can accommodate 2 vehicles off-street (1 in the garage and 1 in the driveway), with the potential of widening some driveways to create additional space, he cannot support long term parking on Chalfield Lane, and recommends:

That alternate side long term parking not be implemented on Chalfield Lane.

Mr. Moon will appear before the Committee with respect to this matter.

F.06.04.02

2. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Councillor D. Culham for an increase in the level of service for plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway. Mr. Taylor advises that there are 4 apartment buildings and several homes on Argyle Road generating considerable pedestrian traffic, including many children who walk south along Argyle Road from Dundas Street through the walkway to Consulate Drive onto Paisley Boulevard to Floradale Public School. Further, there are 2 bus stops within 200 ft of the intersection of Argyle Road/Dundas Street. He advises that this section of sidewalk is not listed as a priority route within the guidelines approved by Council, but recommends:

That sidewalk plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02

RECOMMEND ADOPTION

3. Report dated February 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Mrs. Chwenzer, President of the PTA, Whiteoaks Public School, for an increase in the level of service for plowing and sanding on Mazo Crescent from Clarkson Road to Truscott Drive, and on Ravine Drive from the Hydro property to the northerly limit. Mr. Taylor advises that while these sidewalks are not listed as priority routes within the guidelines approved by Council, they do serve the needs of children attending Whiteoaks Public School, and recommends:

That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:

- Mazo Crescent from Clarkson Road to Truscott Drive
- Ravine Drive from the Hydro property to the northerly limit.

F.05.03.02

RECOMMEND ADOPTION

4. Report dated March 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request for an increase in the level of service for plowing and sanding on Jaguar Valley Drive from John Street to Dundas Street. Mr. Taylor advises that while the sidewalk is not listed as a priority route within the guidelines approved by Council, the street is bordered by apartment buildings generating a high pedestrian count, and recommends:

That sidewalk plowing and sanding on Jaguar Valley Drive from John Street to Dundas Street be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02

RECOMMEND ADOPTION

5. Report dated February 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Councillor M. Marland, for an increase in the level of service for plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road. Mr. Taylor advises that while the sidewalk is not listed as a priority route within the guidelines approved by Council, the pedestrian count is high as it is a direct school access route, and recommends:

That sidewalk plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02

RECOMMEND ADOPTION

6. Report dated April 1, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request for an increase in the level of service for plowing and sanding on the following streets:
- Deer Run north of Rathburn Road West east of Creditview Road
 - Deer Run from Rathburn Road West of Perivale Road
 - Erindale Station Road from Burnhamthorpe Road to Deer Run
 - Perivale Road from Beacon Lane to Burnhamthorpe Road
 - Queensbridge Drive south of Rathburn Road West
 - Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
 - Beacon Lane from Rathkeale Road westerly.

Mr. Taylor advises that while the sidewalks are not listed as priority routes within the guidelines approved by Council, the number of pedestrians is high enough to warrant an increase in the service, and recommends:

That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:

- Deer Run north of Rathburn Road West east of Creditview Road
- Deer Run from Rathburn Road West of Perivale Road
- Erindale Station Road from Burnhamthorpe Road to Deer Run
- Perivale Road from Beacon Lane to Burnhamthorpe Road
- Queensbridge Drive south of Rathburn Road West
- Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
- Beacon Lane from Rathkeale Road westerly.

F.05.03.02

RECOMMEND ADOPTION

7. Report dated April 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper picked up for recycling for the month of March 1985, and the year to date from January 1985.

F.05.04.05

RECOMMEND RECEIPT

8. Report dated March 20, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor F. McKechnie at the General Committee Meeting held on October 17, 1984, to review the entire matter of traffic signals throughout the City with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

Mr. Taylor advises that this review was requested in response to concerns expressed at General Committee when the traffic signals at the intersection of Hurontario Street and Trader's Boulevard were energized and put into operation. This traffic signal installation was originally installed by the MTC during the widening of Hurontario Street. The full cost of these traffic signals was paid by Trader's Associates. This installation was left without power by the Ministry and when the City assumed Hurontario Street this Department also left the traffic signals unenergized. After over 2 years the installation was energized and turned on by this Department in preparation for the Computerized Traffic Control System. It was recognized that this location did not satisfy the warrants; however, during the design of the communications system for the Computerized Traffic Control System this location had been designated as a master location and therefore it had to be energized.

Mr. Taylor advises that this location is traffic actuated and, therefore, it was felt that there would be no serious impediment to traffic flow on Hurontario Street.

He explains that to date 29 traffic signals have been installed at the developer's cost, representing approximately 18% of the City's total number of traffic control signals, 41% of which are warranted under the "old" MTC warrants, and 13% under the "new" warrants. These locations have been identified as being developer's responsibility as it was felt that the installation would ultimately be warranted by development. Prior to 1982, the locations installed using developer's funds were identified at the intersection of major collectors internal to subdivisions at the intersections totally constructed by developers. External intersections where traffic signals became warranted were subject to MTC subsidy approval.

In January 1982, the Engineering & Works Department prepared the attached report to Budget Committee in response to concerns expressed with respect to the problems experienced in obtaining M.T.C. subsidy approval where a subdivision collector road exists onto a major thoroughfare. This problem was magnified when M.T.C. increased the warrants for traffic signal installations as of January 1, 1982.

On January 25, 1982, pursuant to a report to considered during budget discussions, Council passed Resolution 46-82, establishing a policy with respect to the installation of traffic signals with developers contributions.

He advises that the funds are identified for traffic signals and the installation takes place at the City's discretion, that the current policy is working well and should continue, and recommends:

That the City policy with respect to the installation of traffic signals with developers contributions, as adopted pursuant to Resolution 46-82 (January 25, 1982), be affirmed.

F.06.02

RECOMMEND ADOPTION

9. Report dated April 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to "Radar Strictly Enforced" signs. Mr. Taylor advises that Councillor S. Mahoney was contacted by the Peel Regional Police regarding the enforcement of the speed limit on Winston Churchill Boulevard, and the possibility of using "Radar Strictly Enforced" signs in an attempt to control speeding especially during the times when police enforcement is not present.

He advises that the Engineering & Works Department responded and still maintains the position that these signs would not be effective in reducing speeds in the long term and the potential exists that these would proliferate throughout the City.

He explains that the MTC uses these signs on major highways where the speed limit has been temporarily reduced due to road reconstruction and because motorists look upon the reduced speed limit signs as being advisory and not legal speed limit. The Ministry has found that such signs are not effective and only the presence of police enforcing the limit is the most effective means of controlling speeds.

It is his suggestion that, while there may be some impact in the early stages, motorists regularly using the road would soon develop a disregard for these signs when during the majority of time a police presence was not observed.

He advises that the only effective method of speed control is a continued intensive enforcement of traffic violations, and it is his understanding that the Police Department has stepped up radar enforcement the best they can taking into account their current staffing loads, and recommends:

That "Radar Strictly Enforced" signs not be used in Mississauga as a speed deterrent.

F.06.04.10

RECOMMEND ADOPTION

10. Report dated April 18, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to "ripple" pavement, pursuant to comments by Councillor D. Cook at the Public Works Committee Meeting on March 21, 1985 (Request for Report 77-85).

Mr. Taylor advises that the grooving performed on various on/off ramps by the MTC a number of years ago was in an attempt to improve road surface friction during both wet and dry road conditions. This grooving was only done on concrete surfaces and was effective for only a couple of years due to the eventual "polishing" of the concrete surface caused by tire scrubbing. The Ministry is now onto a program of resurfacing their ramps with "open friction" asphalt which provides better friction and drainage during wet and dry road conditions. This is the same surface which has been placed on the QEW between the Credit River Bridge and the Etobicoke Creek Bridge.

He explains that grooving is not performed on asphalt surfaces as this would break down the adhesion qualities of the asphalt and the surface would eventually break up. Further, open friction asphalt is approximately three times the cost of regular mix and is more effective on high speed roads and ramps. The effectiveness on lower speed roads and curves in preventing vehicles leaving the road would be negligible as the major cause is rate of speed and not a poor road surface.

He advises that it is the opinion of the MTC that "open friction" asphalt provides better friction and drainage qualities, than does grooving on concrete surfaces and they have ceased the practice of grooving concrete surfaces on curves, and does not suggest the use of "open friction" asphalt be used on local road curves. He recommends:

That the report dated April 18, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting held on May 30, 1985, with respect to grooves of pavement surfaces, be received.

F.02.01

RECOMMEND RECEIPT

11. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advises that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advises that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advises that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggests that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He details the widths of the subject roads, and explains that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirms that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicates that he does not favour the development of long term on-street parking in this area, and recommends:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

NOTE: This report was originally included on the agenda for the Public Works Committee at its meeting held on February 21, 1985, and at the request of Councillor M. Marland, had been deferred.

F.06.04.02

RECOMMEND ADOPTION

12. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a recommendation of the Public Works Committee that a detailed functional design be prepared with respect to the realignment of Mississauga Road south of Dundas Street (Request for Report 199-84). Mr. Taylor advises that the Department has reviewed the realignment of the road at the first curve south of Dundas Street and through the property occupied by the Hydro Substation located just west of Mississauga Road and south of Dundas Street and the Hydro right-of-way which runs southerly from the Hydro station to Blythe Road. The cost estimate for these proposals, outside the existing right-of-way, ranged from \$628,000-\$942,000, and through the Hydro easement, was \$819,000, all excluding land costs.

He advises that in view of the high costs and environmental impact a 5th option was identified involving the reconstruction of the first curve south of Dundas Street within the existing right-of-way with improvements to the alignment and crossfall of the road, at an estimate cost of \$220,000.

Pursuant to a presentation of these options to the Oakridge Residents Association late in 1984, there was some hesitancy on the part of the Association, and it was indicated at that time that a further meeting would be held once the minor works concepts had been refined in detail, ie improving road geometrics within existing road allowance.

In addition to the realignment of the first curve south of Dundas Street, intersection and road improvements have been proposed for Mississauga Road between Glatts Lane and the Loyalist Creek, to upgrade the 765m road section to a curb and gutter standard, including the installation of storm sewers, upgraded streetlighting, intersection improvements at Springbank Road, Seven Oaks Drive and the proposed road in the Glen Manor subdivision. He explains that this work is required as a result of new residential development in the area and to improve existing conditions, and contributions are to be received from the adjacent developers for a portion of this work. These works involve the lowering of Mississauga Road at Springbank Road by approximately 2m (6 ft) and the construction of a left turn lane for Seven Oaks Drive, Springbank Road and a proposed street from the proposed Oak Glen Manor subdivision (T-82024). Also, the existing mound of earth on the south west corner of Mississauga Road and Springbank Road will be levelled. The estimated costs for these works is \$600,000.

He advises that funds for the above works have been approved 1985 Capital Budget, and the project is tentatively scheduled for a July start.

During the investigation, Mr. Taylor advises that additional deficiencies were identified with respect to the existing road bed between the limits of the two above projects, and the road bed is pulling apart and separating, thereby requiring reconstruction. He recommends that the remaining section of Mississauga Road between the Loyalist Creek and the end of construction for the first curve south of Dundas Street be reconstructed to a 2-lane (1)m pavement) curb and gutter cross section in 1986.

He explains that the net result of these two construction stages in 1985 and 1986 is that Mississauga Road would have a new 2-lane (10m pavement) curb and gutter cross section between Dundas Street and the existing curb and gutter section south of Springbank Road.

Mr. Taylor advises that due to the extensive cut at Springbank Road and the narrow working conditions it is required that Mississauga Road, from Glatts Lane and Dundas Street, be closed to through traffic for approximately 2 months during the construction period. He recommends:

- (a) That the proposed reconstruction of the first curve south of Dundas Street as a two lane curb and gutter road with the existing right-of-way be approved in principle.
- (b) That the proposed reconstruction of Mississauga Road between Glatts Lane and Loyalist Creek to a basic 2-lane curb and gutter cross section with left turn lanes at intersection be approved.
- (c) That the reconstruction of Mississauga Road between the first curve south of Dundas Street and the Loyalist Creek to a 2-lane curb and gutter cross section be undertaken in 1986.
- (d) That Mississauga Road be closed to through traffic for the purposes of road reconstruction, the dates of which will be defined at the time of tendering and a report to Council be submitted.
- (e) The Engineering & Works Department, in conjunction with the Ward Councillor, undertake a drop-in centre to displaying the concepts and to receive public input.

F.06.03.01

RECOMMEND ADOPTION

13. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to the direction of the Public Works Committee that a report be prepared with respect to the location of service club signs (Request for Report 80-85). Mr. Taylor advises that this issue surfaces every couple of years, generally as a result of requests from individual clubs (ie Meadowvale Rotary Club, Mississauga Kinsmen etc.,) for one or two signs. He advises that there are 50 plus service clubs in the City and indicates that he feels that there is no way all could be accommodated on one sign at the entrance to the City. Also, if each club received approval to erect individual signs, the road allowances would quickly become encumbered with a multitude of signs.

He offers 2 options as follows:

1. Large signs could be erected at selected entrances to the City where there is room (at this time there are a number of information/regulatory signs at each entrance). There would be a physical limit to the size of the sign and it would probably, by its nature, be expensive to install and maintain. Also, all the service clubs may or may not be able to have their information put on the sign due to size limitations. In 1977 when the service clubs were contacted with respect to erection of this type of sign, they were receptive to the proposal, however, they were reluctant to participate financially.
2. A smaller sign could be erected on existing signposts indicating that the City could be contacted regarding service club meetings. The Information & Public Relations Section of the Clerk's Department currently publishes a booklet listing the various active service clubs in the City. The sign could read as follows:
"Service Club Information - 279 7600".

He notes that Council, at its meeting of February 28, 1983, approved the replacement of 2 existing service club signs on Queen Street in the Streetsville area subject to the service clubs continuing to maintain same in good repair. These signs were approved as they had been approved by the Town of Streetsville.

He recommends:

- (a) That individual service club signs not be permitted on City road allowances.
- (b) That the Engineering & Works Department erect a sign indicating that information on service clubs can be obtained from City Hall at each City entrance.

A.00.01, L.09.04.01

RECOMMEND ADOPTION

14. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from the Urban Development Institute, with respect to damage to concrete structures due to road salting (Request for Report 224-84). Mr. Taylor advises that the Ministry of Transportation & Communications has published a report entitled (Sprinkle Lightly - Salt and Alternatives for Highway De-icing", and recommends:

That the report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee on May 30, 1985, with respect to damage to concrete structures due to road salting, be received.

NOTE: A copy of the publication is included for the Members of the Committee.

F.05.01

RECOMMEND RECEIPT

15. Report dated May 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of CENTRAL PARKWAY and FAIRVIEW ROAD, within the subdivision registered as Plan 43M-595 (west of Hurontario Street, south of Burnhamthorpe Road). Mr. Taylor advises that the streets on the plan, registered on April 29, 1985, are extension of existing streets and should be designated as WEST. Further, he advises that no building permits have been issued to date on these streets, and recommends:

- (a) That steps be undertaken to change the name of CENTRAL PARKWAY and FAIRVIEW ROAD, within Plan 43M-595 (west of Hurontario Street, south of Burnhamthorpe Road) to CENTRAL PARKWAY WEST and FAIRVIEW ROAD WEST, respectively.
- (b) That the development of Plan 43M-595, Testimony Investments Ltd., be advised of the renaming of Central Parkway and Fairview Road, and directed to replace all affected street name signs at such time as the street naming by-laws are enacted and passed.

M-595, F.02.07

RECOMMEND ADOPTION

16. Report dated May 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a proposal by Councillor H. Kennedy to rename THERMAL ROAD to LAKEFRONT PROMENADE in that this street will be the major access to Lakefront Promenade Park. Mr. Taylor advises that the name has been approved by the Region of Peel Street Names Committee, and that Councillor Kennedy has received no adverse comments from businesses on Thermal. He recommends:

- (a) That steps be undertaken to change the name of THERMAL ROAD to LAKEFRONT PROMENADE.
- (b) That the street be "double signed" for a period of one year from the date of the name change.

F.02.07

RECOMMEND ADOPTION

17. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from Mr. R. J. Crockett, 2990 Folkway Drive, concerning the renaming of Winston Churchill Boulevard to Sir Winston Churchill Boulevard. Mr. Taylor advises that from a technical standpoint, he can see no problem as far as duplication or similarity to other street names; however, the following should be considered:

- there are approximately 160 owners/tenants addressed on the street within the City limits,
- there are approximately 42 owners/tenants addressed on the street who are residents of the Town of Oakville, since the street south of Dundas is a boundary between the municipalities,
- the street extends north of Highway 401 to the Township of Erin, through other municipalities.

He recommends:

That the report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee on May 30, 1985, pursuant to a letter from Mr. R. J. Crockett, 2990 Folkway Drive, concerning the renaming of Winston Churchill Boulevard to Sir Winston Churchill Boulevard, be received.

F.02.07

RECOMMEND RECEIPT

18. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This report has been included regularly on agendas for the Public Works Committee and to date the following have been resolved:

- First Street between Cawthra Road and West Avenue (Ward 1) has been renamed Ebony Avenue
- River Road between Veronica Drive and Inglewood Drive (Ward 1) has been renamed Old River Road
- Mill Street in the former Village of Meadowvale has been renamed Old Mill Lane
- Queensway West, west of the Credit River, has been renamed Sheridan Park Drive, Lincoln Green Close and Lincoln Green Way
- the name of Tenth Line is not to be changed.

The following items are being pursued but are not resolved as of this date:

- the closing of First Street between Second Line West and Pond Street: this matter is progressing
- the renaming of Princess Street in Ward 5: Councillor F. McKechnie has indicated that he will pursue this with the area residents
- the renaming of portions of Fowler Drive: Councillor D. Culham has indicated that he is pursuing this change
- renaming of Hammond Road (Ward 9)*

*Council at its meeting held on October 9, 1984, approved the recommendation of the Public Works Committee (September 20, 1984) resolving that the street name "Hammond Road" in Ward 6 would remain unchanged, and in Ward 9 would be renamed, and directed that Councillor Southorn be requested to supply a suitable name in consultation with the area residents (Request for Report 258-85). On October 18, 1984, the Public Works Committee made a further recommendation, subsequently adopted by Council on November 5, 1984, referring the names "Red Hill Road" and "Bonnie Braes Road" to Councillor Southorn to assist him in consultation with the area residents with respect to the renaming of Hammond Road (Request for Report 305-84).

*In a memorandum dated May 8, 1985, Councillor Southorn advises that he had circulated a survey to the residents of Hammond Road in Streetsville asking their opinion on renaming the road and offering "Red Hill Road" and "Bonnie Braes Road". The overwhelming response has been that the residents do not want the road name changed. He advises that his current position is to leave the name unchanged.

NOTE: Mr. Taylor's July 31, 1984, report is NOT attached to this agenda since the report has been duplicated on previous agendas. Extra copies will be available at the meeting.

F.02.07

DIRECTION REQUIRED

19. Memorandum dated May 14, 1985, from Councillor D. Culham, pursuant to the direction of the Public Works Committee at its meeting on January 17, 1985, following a deputation by Buscombe and Dodds, that the Councillor pursue the idea of obtaining assistance from the plaza owner at Westdale Mall as a pilot project with respect to the collection of recyclable material (Request for Report 42-85).

Councillor Culham advises that after numerous meetings with Buscombe and Dodds, and representatives of Westdale Mall, he regrets to report that the recycling program is not feasible at this time.

F.05.04.05

RECOMMEND RECEIPT

20. Summary of Unfinished Business

A.03.04.06.01

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

File: 11 141 00011
13 211 00208

11a)

To: Chairman and Members of
Dept. Public Works Committee.

RECEIVED
From 3443
REGISTRY No.
DATE APR 22 1985
FILE No. F-060402
CLERK'S DEPARTMENT

W. P. Taylor,
Engineering and Works.

April 12, 1985.

REQUEST #: 87-85

SUBJECT: Parking in Residential Areas.

SOURCE: Letter from Mr. J. Moon.

P. W. DATE May 30/85

COMMENTS:

A review has been conducted into the comment made by Mr. Moon in his letter and a particular check was made on Chalfield Lane. The homes on Chalfield Lane are semi-detached homes all having a garage and one space in the driveway. This represents 200% off-street parking available for all dwellings. It was noted that there were some vehicles parked partially in the grassed area adjacent to the driveways. Mr. Moon's residence had a 6 man pickup with a large trailer parked in the driveway which encroached somewhat onto the Municipal sidewalk.

We agree with Mr. Moon's comment that his garage, which is a standard single car garage, is not large enough to facilitate his truck and trailer, however, this problem does not appear to be experienced by any of the other residents on Chalfield Lane.

Parking is permitted on both sides of Chalfield Lane for a maximum limit of 3 hours. Chalfield Lane is a standard 28' local road. The City has not adopted long term alternate side parking in any other area in the City on roads with low density development and which have at least 200% on-site parking at each residence. In this instance since each dwelling has the capability of parking 2 vehicles off-street (one in the garage and one in the driveway) with the potential of widening some driveways to create an additional space, the Engineering Department does not support long term parking on Chalfield Lane.

Mr. Moon's situation of having a larger truck and trailer is an isolated instance.

RECOMMENDATION: That alternate side long term parking not be implemented on Chalfield Lane.

W.P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

W.P. Taylor
0127E/22E/P49

FORM 145

c.c. E.M. Halliday

1(h)

RETYPE FOR LEGIBILITY / KZ

TO COMMITTEE: PROPOSAL - PARKING

I propose that parking be permitted in residential areas on one side of the street (alternate for each month if you like).

This proposal would still allow access in case of fire emergency etc. and in the winter a snow warning could be issued for Mississauga or Peel, etc.

As it stands, housing permits do not facilitate 2 cars (medium or large) in one driveway (even the garage is too small).

If this is turned down I suggest permit parking.

I would like to submit this proposal at the next monthly meeting.

Thomas O. Moon (signed)
85 Chalfield Lane



City of Mississauga

MEMORANDUM

2

To Chairman & Members

From W. P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Commissioner

2609

MAR 26 1985

F-05-03-02

File Ref: 12 111 00015
11 141 00039
12 211 84010

March 15, 1985

SUBJECT: Sidewalk Plowing and Sanding

ORIGIN: Councillor D. J. Culham

P. W. DATE May 30/85

COMMENTS:

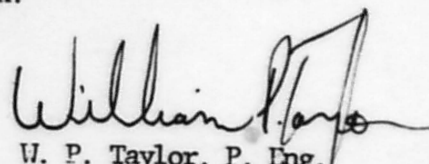
We have had a request for the increase in the level of service for plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway.

There exists four apartment buildings and several homes on Argyle Road generating a lot of pedestrian traffic. There are two bus stops within 200 ft. of the intersection of Dundas Street and many children walk south along Argyle Road from Dundas Street through the walkway to Consulate Drive onto Paisley Boulevard West to the Floradale Public School.

This section of sidewalk is not listed as a priority route within the guide lines as approved by Council.

RECOMMENDATION:

That the sidewalk plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway be upgraded as a priority route and this be implemented for the 1985/86 winter season.


W. P. Taylor, P. Eng.
Commissioner of Engineering
and Works

 DJD:AE4cd:db

c.c. E. Halliday



3(a)

City of Mississauga

MEMORANDUM

To Mayor & Members of the
Public Works Committee

From W. P. Taylor, P. Eng.
Dept. Commissioner of Engineering & Works

May 30/85

P. W. DATE

2910

APR 7 1985

F-05-0302

File Ref: 12 111 00015
12 211 84010

February 26, 1985

SUBJECT: Sidewalk Plowing and Sanding

ORIGIN: Mrs. Chwenzer, President of the P.T.A.
Whiteoaks Public School.

COMMENTS: We have had a request for an increase in the level of service on Mazo Crescent from Clarkson Road to Truscott Drive and Ravine Drive from the Hydro Property to the Northerly Limit.

These sections of sidewalk are not listed as priority routes within the guide lines as approved by Council. Both sidewalks would serve the needs of children attending the Whiteoaks Public School.

RECOMMENDATION: That the sidewalk plowing and sanding level of service on:

- 1) Mazo Crescent from Clarkson Road to Truscott Drive.
- 2) Ravine Drive from the Hydro Property to the Northerly Limit.

be increased and placed as priority sidewalk routes for winter maintenance.

AJUD:AEMcd:db
c.c. E. Halliday

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Engineering
& Works

This is a detailed street map of a residential area in the West End of Toronto, Ontario. The map shows a grid of streets including Queen Elizabeth Way, South Wembury, Sheridan Way, Indian Road, Winslow Road, Camelford Road, Ramsey Drive, Mazo Cr., Birchwood Drive, Ruscombe Close, Birchwood Ave., Jalna Ave., Greendaks Drive, Glen Rd., Johnson's Lane, Zante Lane, Nesdale Blvd., and Lefferts Blvd. Numerous residential streets are shown, many with house numbers. Key landmarks include the 'TURTLE' and 'CREEK' areas, and the 'LAKESHORE' area. The map is oriented with North at the top.

10



City of Mississauga

MEMORANDUM

To Chairman & Members From W. P. Taylor, P. Eng.
Dept. The Public Works Committee Dept. Commissioner of Engineering & Works

REGISTRY No. 2759
DATE MAR 29 1985
FILE No F-05-0302

P. W. DATE May 30/85

File Ref: 11 141 00011
12 211 85010

March 26, 1985

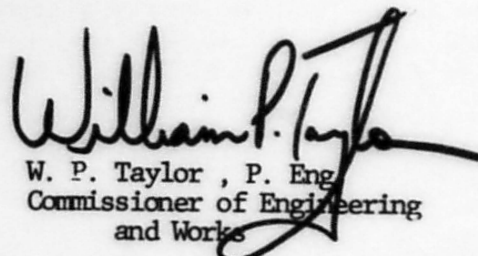
SUBJECT: Sidewalk Plowing and Sanding

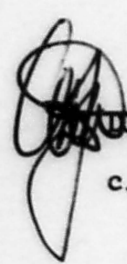
ORIGIN: Engineering & Works Department

COMMENTS: We have had a request for the increase in the level of service on Jaguar Valley Drive from John Street to Dundas Street. This sidewalk is not listed as a priority route within the guide lines as approved by Council.

Jaguar Valley Drive is bordered by apartment buildings that generate a high pedestrian count and we would recommend that this be upgraded to a priority standard.

RECOMMENDATION: That the sidewalk plowing and sanding level of service on Jaguar Valley Drive be increased and placed as a priority sidewalk for winter maintenance commencing in the 1985/86 season.


W. P. Taylor, P. Eng.
Commissioner of Engineering
and Works


AUD: AEMcd: db

c.c. E. Halliday



City of Mississauga

MEMORANDUM

5

To Chairman and Members of the From W. P. Taylor, P. Eng.
Dept. Public Works Committee Dept. Commissioner of Engineering & Works

2909
APR 7 1985
F050302

P. W. DATE May 30/85

File Ref: 12 111 00015
12 211 84010

February 26, 1985

SUBJECT: Sidewalk Plowing and Sanding

ORIGIN: Councillor M. Marland

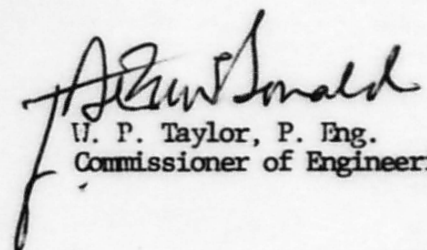
COMMENTS: We have had a request for an increase in the level of service for plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road.

This sidewalk is not listed as a priority route within the guide lines as approved by Council. The pedestrian count on this street is high as it is a direct school access route.

I have instructed this sidewalk to be plowed and sanded as indicated above and now recommend the following:

RECOMMENDATION: That the sidewalk plowing and sanding level of service on Tredmore Drive from Constable Road to Bromsgrove Road be increased and placed as a priority sidewalk for winter maintenance.

 DJD:AEMcd:db
c.c. E. Halliday


W. P. Taylor, P. Eng.
Commissioner of Engineering & Works



6(a)

City of Mississauga

MEMORANDUM

Files: 12 111 00015
12 211 85010
11 141 00039

To Chairman and Members of the

From Mr. William P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

P. W. DATE May 31/85

April 1, 1985

2908

DATE APR 7 1985

FILE NO F 05-08-02

SUBJECT: Sidewalk Plowing and Sanding

ORIGIN: Engineering and Works Department

COMMENTS: We have had a request for an increase in the level of service for plowing and sanding of the sidewalks on the following streets:

1. Deer Run north of Rathburn Road West east of Creditview Road
2. Deer Run from Rathburn Road West to Perivale Road
3. Erindale Station Road from Burnhamthorpe Road to Deer Run
4. Perivale Road from Beacon Lane to Burnhamthorpe Road
5. Queensbridge Drive south of Rathburn Road West
6. Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
7. Beacon Lane from Rathkeale Road westerly.

Those sidewalks are not listed as priority routes however we consider the number of pedestrians (school children and adults) are high enough to warrant an increase in the level of service and further that this service should be implemented in the 1985/86 Winter season.

RECOMMENDATION: That the sidewalk plowing and sanding level of service for the following streets be upgraded to a priority basis for the 1985/86 Winter season. A plan indicating the areas in question is attached:

..2

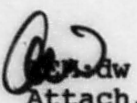
6(b)

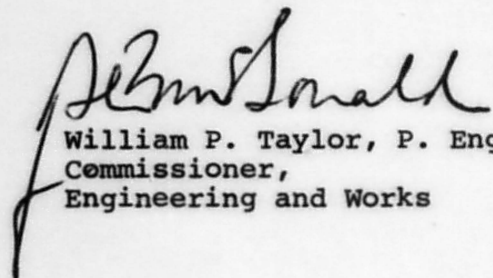
Chairman and Members of the
Public Works Committee
April 1, 1985
Page 2

Re: Sidewalk Plowing and Sanding

RECOMMENDATION - cont'd.

1. Deer Run north of Rathburn Road West east of Creditview Road
2. Deer Run from Rathburn Road West to Perivale Road
3. Erindale Station Road from Burnhamthorpe Road to Deer Run
4. Perivale Road from Beacon Lane to Burnhamthorpe Road
5. Queensbridge Drive south of Rathburn Road West.
6. Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
7. Beacon Lane from Rathkeale Road westerly.


Attach.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

c.c. Mr. E. M. Halliday





City of Mississauga

MEMORANDUM

File ref: 15 111 00003
11 141 00039

7

To Chairman and Members of the From Mr. William P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works

P. W. DATE

May 30/85

April 16, 1985

RECEIVED
REGISTRY No. 3570
DATE APR 25 1985
FILE NO. F050405

SUBJECT: Newspaper picked up for recycling.
ORIGIN: Engineering and Works Department
COMMENTS: For the information of Committee the following amounts of newspaper have been picked up for recycling.

	<u>MARCH</u> <u>1985</u>	<u>TOTAL TO DATE</u> <u>FROM JAN. 1985</u>
Robran Construction	164.17 Tons	392.82 Tons
Mississauga Clean City Campaign	11.33 Tons	27.34 Tons
Boy Scouts (Streetsville)	Not Available	10.60 Tons

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated April 16, 1985, with respect to newspaper pickup and recycling, be received.

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

[Signature] AEMcD:rm

cc: E.M. Halliday



City of Mississauga

MEMORANDUM

File: 11 141 00011
13 211 00208

RECEIVED

To	Chairman and Members of	REGISTRY No. 3446	From	W. P. Taylor,
Dept.	Public Works Committee.	DATE APR 22 1985		Engineering and Works.
			FILE No. F0602	March 20, 1985.
			CLERK'S DEPARTMENT	P. W. DATE May 30/85

SUBJECT: Unwarranted Traffic Signals.

SOURCE: General Committee Meeting of October 17, 1984.

COMMENTS: At the General Committee Meeting of October 17, 1984 this Department was requested to review the entire matter of traffic signals throughout the City with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

This review was requested in response to concerns expressed at General Committee when the traffic signals at the intersection of Hurontario Street and Trader's Boulevard were energized and put into operation. This traffic signal installation was originally installed by the Ministry of Transportation and Communications during the widening of Hurontario Street. The full cost of these traffic signals was paid by Trader's Associates. This installation was left without power by the Ministry and when the City assumed Hurontario Street this Department also left the traffic signals unenergized. After over two years the installation was energized and turned on by this Department in preparation for the Computerized Traffic Control System. It was recognized that this location did not satisfy the warrants, however, during the design of the communications system for the Computerized Traffic Control System this location had been designated as a master location and therefore it had to be energized.

This location is traffic actuated and therefore it was felt that there would be no serious impediment to traffic flow on Hurontario Street.

To date 29 traffic signals have been installed at the developer's cost. These installations represent approximately 18% of the City's total number of traffic control signals. The locations are shown on the attached list. To date 41% of (12) these installations are warranted under the "old" M.T.C. warrants whereas only 13% (4) would be warranted under the "new" M.T.C. warrants.

These locations have been identified as being developer's responsibility as it was felt that the installation would ultimately be warranted by development. Prior to 1982 the locations installed using developer's funds were identified at the intersection of major collectors internal to subdivisions at the intersections totally constructed by developers. External intersections where traffic signals became warranted were subject to M.T.C. subsidy approval.

8(b)

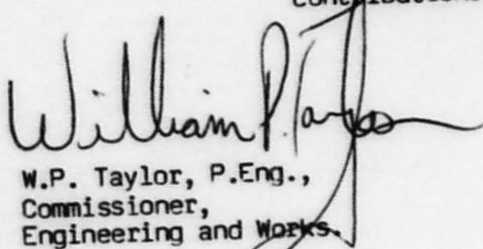
In January 1982 the Engineering and Works Department prepared the attached report to Budget Committee in response to concerns expressed with respect to the problems experienced in obtaining M.T.C. subsidy approval where a subdivision collector road exists onto a major thoroughfare. This problem was magnified when M.T.C. increased the warrants for traffic signal installations as of January 1, 1982.

Council at its meeting of January 25, 1982 adopted the following resolution with respect to the installation of traffic signals with developers contributions.

- (a) That effective immediately for all proposed plans of subdivision which were not draft approved by City Council as of January 25, 1982, and all proposed rezonings not approved by City Council as of January 25, 1982, the developer be required to:
- (i) pay the full cost of installation of a traffic signal where a new road exits onto a major thoroughfare.
 - (ii) pay the costs of any improvements required to traffic signals where a new street enters a major thoroughfare at an existing signalized intersection.
 - (iii) prepay the cost of installing the traffic signal, which will be installed at the discretion of the City of Mississauga where traffic signals are required in the future at two new subdivision streets.
 - (iv) pay the total cost of the installation of traffic signal installation, which works be undertaken by the City of Mississauga, where a new development takes place at the intersection of an existing City street with a major thoroughfare and necessitates same.

As can be seen, the funds are identified for traffic signals and the installation takes place at the City's discretion. The current policy is working well and it is felt that this policy should continue.

RECOMMENDATIONS: That the policy adopted by City Council at its meeting of January 25, 1982 (Resolution #46) with respect to developer's contributions be affirmed.


W.P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

/dab
12/E/22E/P28-29

c.c. E.M. Halliday

8(c)

Mayor and Members of

Budget Committee

William P. Taylor, P. Eng.

Dept. Engineering and Works

Procedures

January 7, 1982

SUBJECT: Traffic Signal installations at collector roads which exit onto major roads.

ORIGIN: 1982 Capital Budget Discussions.

COMMENTS: During Capital Budget Discussions concern was expressed with respect to the problems which we have with obtaining M.T.C. approval for traffic signal installations where a subdivision collector road exits onto a major thoroughfare, such as Burnhamthorpe Road. This problem has been magnified due to the fact that the M.T.C. has increased the warrants for installations commencing January 1, 1982.

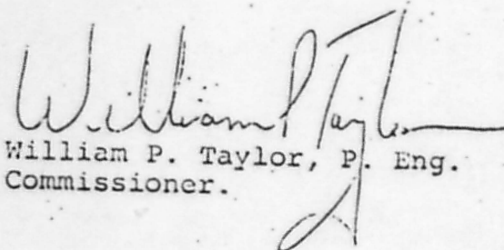
It would appear that the only way this problem can be overcome is for the City to require a developer to provide the necessary funding for a traffic signal where a new subdivision road exits onto a major thoroughfare. Further, we would have to make it clear to the developer that this money would be used when the City felt that traffic signals were required at a new intersection. In addition to traffic signals being required where new roads meet existing major roads there are situations where two new major roads intersect in a new development which will have to be signalized at some future date. We are suggesting that again in this instance, since the M.T.C. warrants are going to be very difficult to meet, the developers deposit funds with the City for traffic signals at new intersections and these signals will be installed at the City's discretion. This is a change from our former policy when the City agreed to install traffic signals when warrants were met. Another instance where we require traffic signals to be installed is at existing non-signalized intersections with major roads when redevelopment is of a magnitude that requires the old intersection to be signalized. The City will install traffic signals at such an intersection at the expense of the new development.

continued....

8(d)

RECOMMENDATIONS:

- 1 - That effect, immediately it be the City's policy that new developments be required to pay the full cost of installation of a traffic signal where a new road exits onto a major thoroughfare.
- 2 - That where a new street enters a major thoroughfare at an existing signalized intersection the developer be required to pay the cost of any improvements required to the traffic signals.
- 3 - That where traffic signals are required in the future at two new subdivision streets the developer will prepay the City the cost of installing the traffic signal and the signal will be installed at the City's discretion.
- 4 - Where a new development takes place at the intersection of an existing City street with a major thoroughfare, and this development necessitates a traffic signal installation, the new development will pay the total cost of the installation, with the work to be done by the City.
- 5 - That the Commissioner of Engineering and Works prepare a report to Council for any new street which will access onto a major City road where traffic signals are not going to be recommended.
- 6 - That the Region of Peel be sent a copy of this report for consideration with respect to new City streets intersecting with Regional roads.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday
J. W. Thomas.
D.A.R. Ogilvie.

10. ^{8/2} RESOLUTIONS CONTINUED

25 January 1982 / 10:45

(u) TRAFFIC SIGNAL INSTALLATION

A.00.02.01

#46

Moved by: F. McKechnie
Seconded by: D. Culham

- (a) BE IT RESOLVED THAT effective immediately for all proposed plans of subdivision which were not draft approved by City Council as of January 25, 1982, and all proposed rezonings not approved by City Council as of January 25, 1982, the developer be required to:
- (i) pay the full cost of installation of a traffic signal where a new road exits onto a major thoroughfare.
 - (ii) pay the costs of any improvements required to traffic signals where a new street enters a major thoroughfare at an existing signalized intersection.
 - (iii) prepay the cost of installing the traffic signal, which will be installed at the discretion of the City of Mississauga, where traffic signals are required in the future at two new subdivision streets.
 - (iv) pay the total cost of the installation of traffic signal installation, which works be undertaken by the City of Mississauga, where a new development takes place at the intersection of an existing City street with a major thoroughfare and necessitates same.
- (b) THAT the Commissioner of Engineering and Works prepare a report to Council for any new street which will access onto a major City road where traffic signals are not going to be recommended.
- (c) THAT the Region of Peel be sent a copy of the report dated January 7, 1982, from the Commissioner of Engineering and Works, for consideration with respect to new City streets intersecting with Regional roads.

CARRIED

This motion was included on the agenda as a result of budget discussions.

TRAFFIC SIGNALS PAID FOR BY DEVELOPER

8(8)

1. Aquitane/Montevidio
2. Aquitane/Glen Erin
3. Aquitane/Millcreek
4. Battleford/Montevidio
5. Battleford/Glen Erin
6. Bloor/Central Parkway
7. Bloor/Mississauga Valley
8. Burnhamthorpe/Robert Speck
9. Burnhamthorpe/Yarmouth
10. Burnhamthorpe/Elora
11. Burnhamthorpe/Palgrave
12. Burnhamthorpe/Sawmill Valley
13. Burnhamthorpe/Perivale
14. Burnhamthorpe/Westerly
15. Central Parkway/Cliff
16. Central Parkway/Meadows
17. Central Parkway/Mississauga Valley (W)
18. Creditview/Rathburn
19. Dixie Plaza/S.S.R.
20. Dundas/Neilco
21. Dundas/Mason Heights
22. Fieldgate/Rathburn
23. Glen Erin/Montevidio
24. Glen Erin/Windwood
25. Gulf Oil/Southdown
26. Hurontario/Elm
27. Hurontario/Matheson
28. Hurontario/Traders
29. Ponytrail/Rathburn



4(a)

City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00205

RECEIVED

To: Chairman and Members of

REGISTRY No 3445

From

W. P. Taylor,

Dept. Public Works Committee.

DATE

APR 22 1985

Dept.

Engineering and Works.

FILE NO.

F-06-0410

CITY OF MISSISSAUGA

April 4, 1985.

SUBJECT: "Radar Strictly Enforced" signs.

P. W. DATE

May 30/85

SOURCE: Councillor S. Mahoney, Ward 8.

COMMENTS: This subject was initiated first by the Peel Regional Police, Supt. B.V. King, 22 Division in a memo from the Peel Regional Police to Councillor S. Mahoney regarding the enforcement of the speed limit on Winston Churchill Boulevard.

The Peel Regional Police enquired as to the possibility of using "Radar Strictly Enforced" signs particularly on Winston Churchill Boulevard in an attempt to control speeding especially during the times when police enforcement is not present.

The Engineering Department responded and still maintains the position that these signs would not be effective in reducing speeds in the long term and the potential exists that these would proliferate throughout the City.

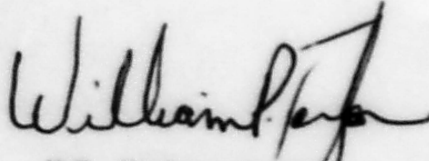
The M.T.C. is known to use these signs on major highways where the speed limit has been temporarily reduced due to road reconstruction. They are used because motorists look upon the reduced speed limit signs as being advisory and not legal speed limit. Therefore, the "Radar Strictly Enforced" signs are used to clarify the reduced limit speed signs. The M.T.C. has found that such signs are not effective and only the presence of police enforcing the limit is the most effective means of controlling speeds.

If these signs were used on Winston Churchill Boulevard, the motorists regularly using the road would soon develop a disregard for these signs when during the majority of time a police presence was not observed. They may have some impact in the early stages but over a period of time would be disregarded by the majority of motorists.

The only effective method of speed control is a continued intensive enforcement of traffic violations. The Peel Region Police Department have, we understand, stepped up their radar enforcement the best they can taking into account their current staffing loads.

9(b)

- RECOMMENDATIONS:
1. That the report from the Commissioner of Engineering and Works dealing with "Radar Strictly Enforced" signs be received.
 2. That "Radar Strictly Enforced" signs not be used in Mississauga as a speed deterrent.


W.P. Taylor, P.Eng.
Commissioner,
Engineering and Works.


J.T./dab
1278/22E/P40

c.c. E.M. Halliday



10(a)

City of Mississauga

MEMORANDUM

File: 11 141 00011

To: Chairman and Members of
Public Works Committee.
Dept. _____



W. P. Taylor,
Engineering and Works.

April 18, 1985.

REQUEST NO: 77-85
SUBJECT: "Rippled Pavement"
SOURCE: Public Works Committee Meeting of March 21, 1985.

COMMENTS:

At the Public Works Committee Meeting of March 21, 1985 Councillor D. Cook requested that the Engineering Department prepare a report for the "ripple" pavement or grooving of the surface parallel to the flow of traffic which he noticed on the Highway 401 off-ramp at the Allen Expressway.

The grooving performed on various on/off ramps by the M.T.C. a number of years ago was in an attempt to improve road surface friction during both wet and dry road conditions. This grooving was only done on concrete surfaces and was effective for only a couple of years due to the eventual "polishing" of the concrete surface caused by tire scrubbing.

The M.T.C. is now onto a program of resurfacing their ramps with "open friction" asphalt which provides better friction and drainage during wet and dry road conditions. This is the same surface which has been placed on the Q.E.W. between the Credit River Bridge and the Etobicoke Creek Bridge.

Grooving is not performed on asphalt surfaces as this would break down the adhesion qualities of the asphalt and the surface would eventually break up.

Open friction asphalt is approximately three times the cost of regular mix and is more effective on high speed roads and ramps.

The effectiveness on lower speed roads and curves in preventing vehicles leaving the road would be negligible as the major cause is rate of speed and not a poor road surface.

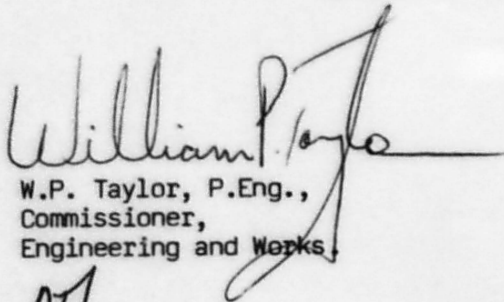
In conclusion, it is the opinion of the M.T.C. that "open friction" asphalt provides better friction and drainage qualities, than does grooving on concrete surfaces and they have ceased the practice of grooving concrete surfaces on curves.

10(h)

It is not suggested open friction asphalt be used on local road curves.

RECOMMENDATION:

That the report dated April 18, 1985 from the Commissioner of Engineering and Works dealing with grooves of pavement surfaces be received.



W.P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

DTJ/dab
0127E/22E/P50

c.c. E.M. Halliday

11(a)

City of Mississauga

MEMORANDUM

FILES: 13 211 00208
11 141 00039

23(a)

Chairman and Members of
Public Works Committee

1383

W. P. Taylor

Engineering & Works.

F-0604-02

February 15, 1985.

SUBJECT:

Long Term on-street parking.

W. DATE

SOURCE:

Petition from residents.

COMMENTS:

The Engineering Department is in receipt of a petition from the residents of the Talka Subdivision. The residents are requesting that either the existing three hour limit be recinded for the streets in the subdivision, or that parking permits be issued to the residents for parking in front of their homes.

The petition covers the following streets. The percentages following the streets indicates the approximate percentages of each street which have signed the petition in favour of the above noted requests:

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

We have reviewed in detail the on site parking and have found that each unit would appear to have at least two parking spaces on the unit property. These parking spaces consisted of the following:

- One car in garage and at least one car in a driveway.
- Two car parking space in the front yard of the unit.

The existing snow conditions during our review made it difficult to assess the actual configuration of parking spaces on some of the lots, however, based on the overall picture each lot appears to have at least two (2) parking spaces on site.

Feb 21/85
Mar 21/85
May 30/85

A review of the site plan submitted for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other. This situation is not uncommon in other parts of the city.

The subject roads have the following road widths:

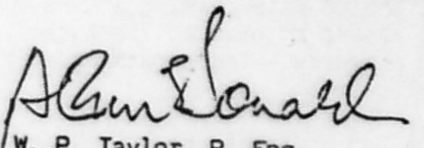
Andros Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Kos Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Ithaca Court	- 28 ft of pavement on 50 ft. R.O.W.
Lefkas Court	- 28 ft of pavement on 50 ft. R.O.W.
Nesdale Court	- 28 ft of pavement on 50 ft. R.O.W.
Zante Crescent	- 28 ft of pavement on 56 ft. R.O.W.
Zante Court	- 28 ft of pavement on 56 ft. R.O.W.

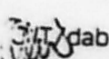
While the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

In our report dated February 13, 1984 to the Public Works Committee which was adopted by Council on May 14, 1984 it was indicated that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing this Department does not favour the development of long term on-street parking in this area.

RECOMMENDATION:

That long term on-street parking not be considered for the Talka Subdivision.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works


J. T. dab

c.c. E. M. Halliday

0127E/22E/P.52-53



City of Mississauga

MEMORANDUM

File: 11 141 00039
11 121 00017

RECEIVED

To: Chairman and Members of
Public Works Committee.
From: W. P. Taylor,
Engineering and Works.
Date: MAY 24 1985
Dept.:

FILE No F06-0361

May 23, 1985.

CLERK'S DEPARTMENT, W. DATE

May 30/85

SUBJECT: Mississauga Road Realignment.
SOURCE: Public Works Committee, Report Request 199-84.
COMMENTS: The Public Works Committee at its meeting of June 25, 1984 adopted the following recommendation:

- (g) "That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and in particular investigate the realignment of Mississauga Road through the property occupied by the Hydro Substation located just west of Mississauga Road and south of Dundas Street and the Hydro right-of-way which runs southerly from the Hydro station to Blythe Road, and that a report be submitted for the consideration of the Public Works Committee."

The Engineering Department has reviewed the subject section of Mississauga Road and prepared four alternative alignments involving the realignment of Mississauga Road outside the existing right-of-way. The cost estimate for these proposals ranged from \$628,000 to \$942,000 excluding land costs. With regard to the suggested realignment through the Hydro easement, this was estimated at \$819,000 excluding land costs.

In view of the high costs and environmental impact a fifth option was identified involving the reconstruction of the first curve south of Dundas Street within the existing right-of-way with improvements to the alignment and crossfall of the road. The estimated cost of these works is \$220,000.

The above options were presented to the Oakridge Residents Association in conjunction with Councillor Culham, late in 1984. There was some hesitancy on the part of the residents association with regard to works on Mississauga Road. It was indicated at that time that a further meeting would be held once the minor works concepts had been refined in detail (i.e. improving road geometrics within existing road allowance.)

12(h)

In addition to the realignment of the first curve south of Dundas Street, intersection and road improvements have been proposed for Mississauga Road between Glatts Lane and the Loyalist Creek. This 765 metre road section would be upgraded to a curb and gutter standard, including the installation of storm sewers, upgraded streetlighting, intersection improvements at Springbank Road, Seven Oaks Drive and the proposed road in the Glen Manor subdivision. This work is required as a result of new residential development in the area and to improve existing conditions, contributions are to be received from the adjacent developers for a portion of this work. These works involve the lowering of Mississauga Road at Springbank Road by approximately 2 metres (6 feet) and the construction of a left turn lane for Seven Oaks Drive, Springbank Road and a proposed street from the proposed Oak Glen Manor subdivision (T-82024). Also, the existing mound of earth on the south west corner of Mississauga Road and Springbank Road will be levelled. The estimated costs for these works is \$600,000.

Funds for the above works have been included in the approved 1985 Capital Budget. The project is tentatively scheduled for a July start.

During our investigation we identified additional deficiencies with respect to the existing road bed between the limits of the two above projects. As a result of these deficiencies the road bed is pulling apart and separating, therefore, reconstruction of the remaining section of Mississauga Road is required. It is therefore recommended that the remaining section of Mississauga Road between the Loyalist Creek and the end of construction for the first curve south of Dundas Street be reconstructed to a two lane (10 metre pavement) curb and gutter cross section in 1986.

The net result of these two construction stages in 1985 and 1986 is that Mississauga Road would have a new two lane (10 metre pavement) curb and gutter cross section between Dundas Street and the existing curb and gutter section south of Springbank Road.

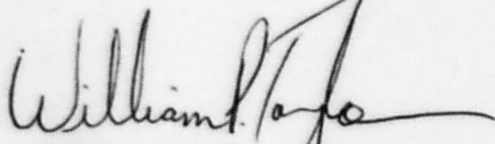
Due to the extensive cut at Springbank Road and the narrow working conditions it is required that Mississauga Road be closed to through traffic for approximately two months during the construction period. The proposed road closure would be from Glatts Lane and Dundas Street.

- RECOMMENDATION:
1. That the proposed reconstruction of the first curve south of Dundas Street as a two lane curb and gutter road with the existing R.O.W. be approved in principle.
 2. That the proposed reconstruction of Mississauga Road between Glatts Lane and Loyalist Creek to a basic two lane curb and gutter cross section with left turn lanes at intersection be approved.

12(c)

- 3 -

3. That the reconstruction of Mississauga Road between the first curve south of Dundas Street and the Loyalist Creek to a two lane curb and gutter cross section be undertaken in 1986.
4. That Mississauga Road be closed to through traffic for the purposes of road reconstruction. The dates of which will be defined at the time of tendering and a report to Council be submitted..
5. The Engineering and Works Department in conjunction with the Ward Councillor undertake a drop-in centre to displaying the concepts and to receive public input.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

/dab
0127E/22E/P46

c.c. E.M. Halliday.



City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00201

13(a)

To: Chairman and Members of
Dept. Public Works Committee.

From: W. P. Taylor,
Dept. Engineering and Works.

P. W. DATE *May 30/85*

May 23, 1985

RECEIVED

SUBJECT: Location of Service Club Signs

SOURCE: Public Works Committee Meeting of March 21, 1985.
Report Request No. 80-85.

COMMENTS: At its meeting of March 21, 1985 the Public Works Committee requested a report concerning the location of Service Club signs on City roads.

Every couple of years the issue of erection of Service Club signs on roads within the City of Mississauga comes up. Generally, the request comes from individual clubs (for example, Meadowvale Rotary Club, Mississauga Kinsmen etc.,) for one or two signs. There are 50 plus service clubs in the City and this Department feels that there was no way all of them could be accommodated on one sign at the entrance to the City. Also, if each club received approval to erect individual signs the road allowances would quickly become encumbered with a multitude of signs.

As we see it there are two options with respect to the signing of service clubs.

1. Large signs could be erected at selected entrances to the City where there is room. At this time there are a number of information/regulatory signs at each entrance.

There would be a physical limit to the size of the sign and it would probably, by its nature, be expensive to install and maintain. Also, all the service clubs may or may not be able to have their information put on the sign due to size limitations.

In 1977 the service clubs were contacted with respect to erection of this type of sign. The clubs at that time were receptive to the proposal, however, they were reluctant to participate financially. The whole issue fell through at that time.

2. A smaller sign could be erected on existing signposts indicating that the City could be contacted regarding service club meetings. The Information and Public Relations Department currently publishes a booklet listing the various active service clubs in the City. The sign could read as follows:

"Service Club Information - 279 7600"

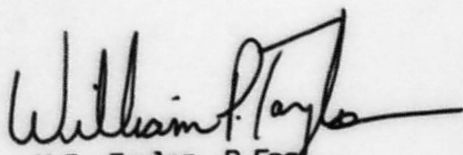
13(h)

- 2 -

This Department strongly recommends the second option.

It should be noted that Council, at its meeting of February 28, 1983 approved the replacement of two existing service club signs on Queen Street in the Streetsville area subject to the service clubs continuing to maintain same in good repair. These signs were approved as they had been approved by the Town of Streetsville.

- RECOMMENDATIONS:
1. That individual service club signs not be permitted on City road allowances.
 2. That the Engineering and Works Department erect at each City entrance a sign indicating that information on service clubs can be obtained from City Hall.


W.P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

MT/dab
127E/22E/P23

c.c. E.M. Halliday



City of Mississauga

MEMORANDUM

Files: 12 111 00015
11 141 00039

14(a)

RECEIVED

To Chairman and Members of the
Dept. Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

DATE MAY 27 1985

FILE No. F0501

P. W. DATE May 30/85

REPORT REQUEST NO. 224-84

May 23, 1985

CLERK'S DEPARTMENT

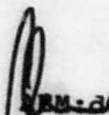
SUBJECT: Damage to Concrete Structures due to road salting.

ORIGIN: Letter from Urban Development Institute dated July 4, 1984.

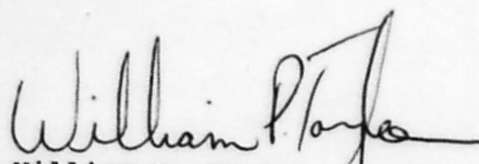
COMMENTS: Council, at its meeting on August 15, 1984, referred the Urban Development Institute's letter of July 4, 1984, (copy of which is attached) to the Public Works Committee for consideration.

We have obtained a copy of the Ministry and Transportation Communications publication and have produced and attached a copy of same for each member of the Committee.

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated May 23, 1985, with respect to damage to concrete structures due to road salting, be received.


Attach's.

c.c. Mr. K. A. Cowan


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

14(M)

URBAN DEVELOPMENT INSTITUTE / ONTARIO

July 4, 1984

G. C. DATE AUG 13 1984

The Mayor & Council
City of North York
5100 Yonge Street
Willowdale, Ontario
M2N 5V7

Attention: City Clerk

RECEIVED	
REGISTRY NO.	5977
DATE	JUL 6 1984
FILE NO.	F.05.01
CLEANING DEPARTMENT	

Dear Sirs:

Re: Damage to Concrete Structure Due to Road Salting

It has come to our attention that at a recent meeting of the Works Committee the issue of winter road salting was discussed. The Urban Development Institute is very appreciative of the concern shown by your Committee members regarding the problem of deterioration of concrete structures due to the impact of salt from vehicles. We are especially concerned with the damage done to under and above ground garages and ramps, which is lately becoming of major proportion.

Furthermore, we view with great apprehension the damage done to public works installations, such as bridges, roadways and even curbs which result in very heavy expenditures of public funds on the continuous maintenance.

We realize there are problems, both economic (high cost) as well as technical (melting temperatures) with other chemical substances, which could be used as salt substitutes. Nevertheless, we feel that a concentrated effort on the part of municipalities, private industry and government research institutions should be directed towards finding an adequate solution to this persisting problem.

The Institute has recently approached the Ministry of Transportation and Communication with a plea to accelerate this research towards finding a suitable alternate method of snow clearance and we feel that a similar request from all Metropolitan Municipalities would help our common cause considerably.

1100 EGLINTON AVENUE EAST • DON MILLS • ONTARIO • M3C 1H8 • (416) 449

14(c)
We are sending a copy of this letter to other Area and
Regional Municipalities in the Greater Toronto Region and we
hope that you and others will support our request to the Provincial
Government.

Yours very truly,

W. Wronski

W. Wronski
Executive Vice-President



15(a)

City of Mississauga

MEMORANDUM

Files: 12 111 00014
11 141 00039

To Chairman and Members of the
Dept. Public Works Committee

From W.P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE May 30/85

May 16, 1985

SUBJECT:

Renaming of CENTRAL PARKWAY and FAIRVIEW ROAD, Plan 43M-595. (Testimony Development).

ORIGIN:

Engineering and Works Department.

COMMENTS:

We are in receipt of Plan 43M-595 which was registered on April 29, 1985 and covers the Testimony development. This plan incorrectly shows the street names CENTRAL PARKWAY and FAIRVIEW ROAD. These names, which are extensions of existing streets, should be named CENTRAL PARKWAY WEST and FAIRVIEW ROAD WEST respectively.

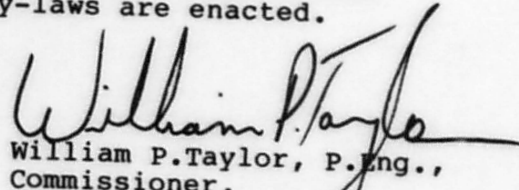
As there are no building permits issued to date it would appear that this is a housekeeping matter only. In light of the foregoing we offer the following recommendations.

RECOMMENDATIONS:

1. That the necessary By-law be enacted to rename CENTRAL PARKWAY and FAIRVIEW ROAD (within Plan 43M-595) to CENTRAL PARKWAY WEST and FAIRVIEW ROAD WEST, respectively.
2. That the developer, Testimony Investments Ltd., be advised of these proceedings and be directed to replace all affected street name signs at such time as the street naming by-laws are enacted.


E.M. Halliday

C.C. Mr. E.M. Halliday
Councillor L. Taylor
P. Griffiths

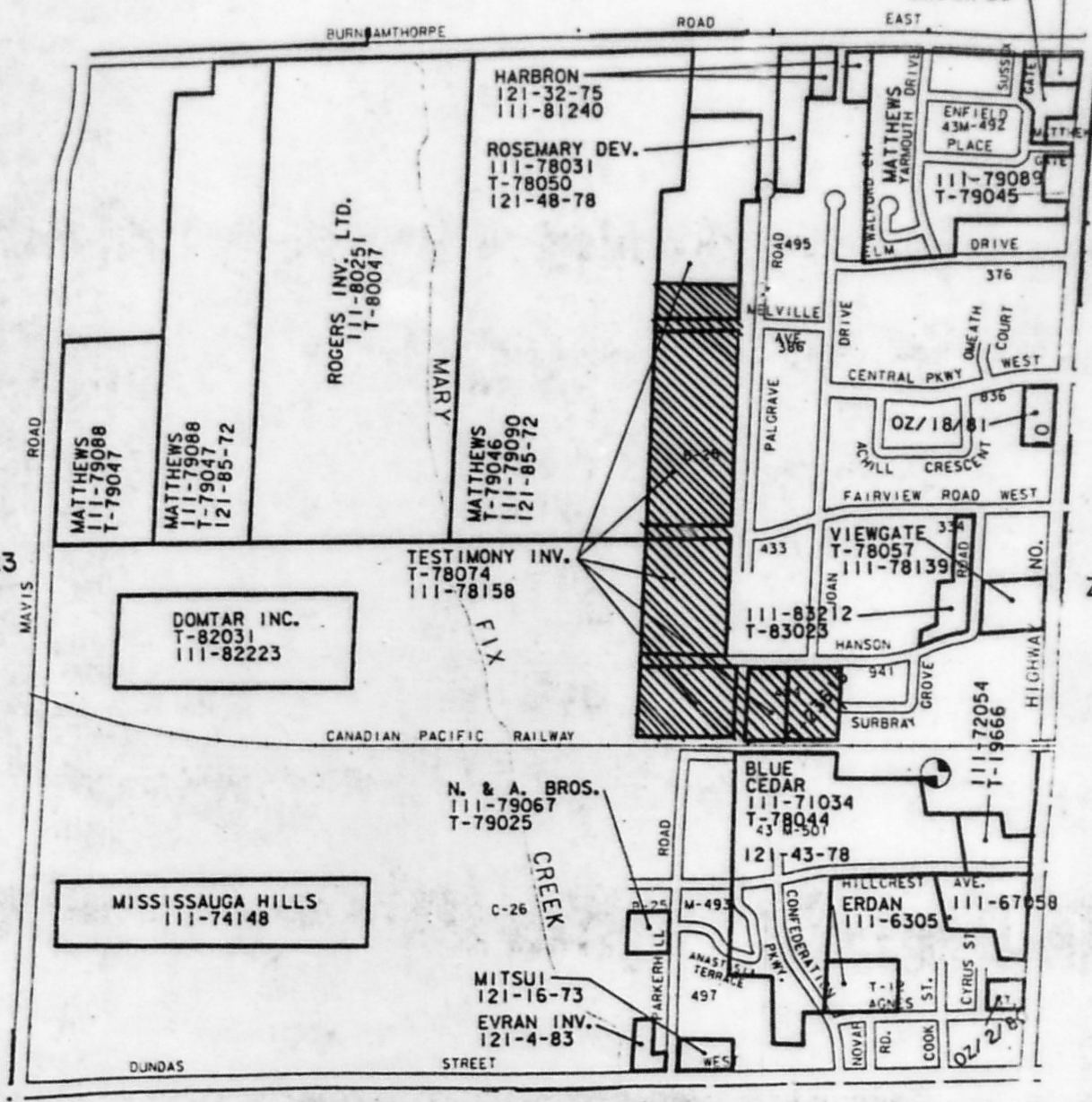

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

15(a)

Z-29

GULF OIL
121-10-77

02/51/83



Z-21

Z-15

Z-22



16(a)

City of Mississauga

MEMORANDUM

Files: 12 111 00014
11 141 00039

To Chairman and Members of the
Dept. Public Works Committee

From W.P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE

May 30/85

May 15, 1985

SUBJECT:

Renaming of THERMAL ROAD to LAKEFRONT PROMENADE.

ORIGIN:

Councillor H. Kennedy.

COMMENTS:

Councillor H. Kennedy has proposed that THERMAL ROAD, which will be the major access road to Lakefront Promenade Park, be renamed LAKEFRONT PROMENADE. This name has been approved for use by the Region of Peel Street Names Committee.

Councillor H. Kennedy has indicated that he has reviewed this proposal with the businesses located on THERMAL ROAD and as he has received no adverse comment, asks that this matter proceed in the normal manner. In light of the foregoing we offer the following recommendations.

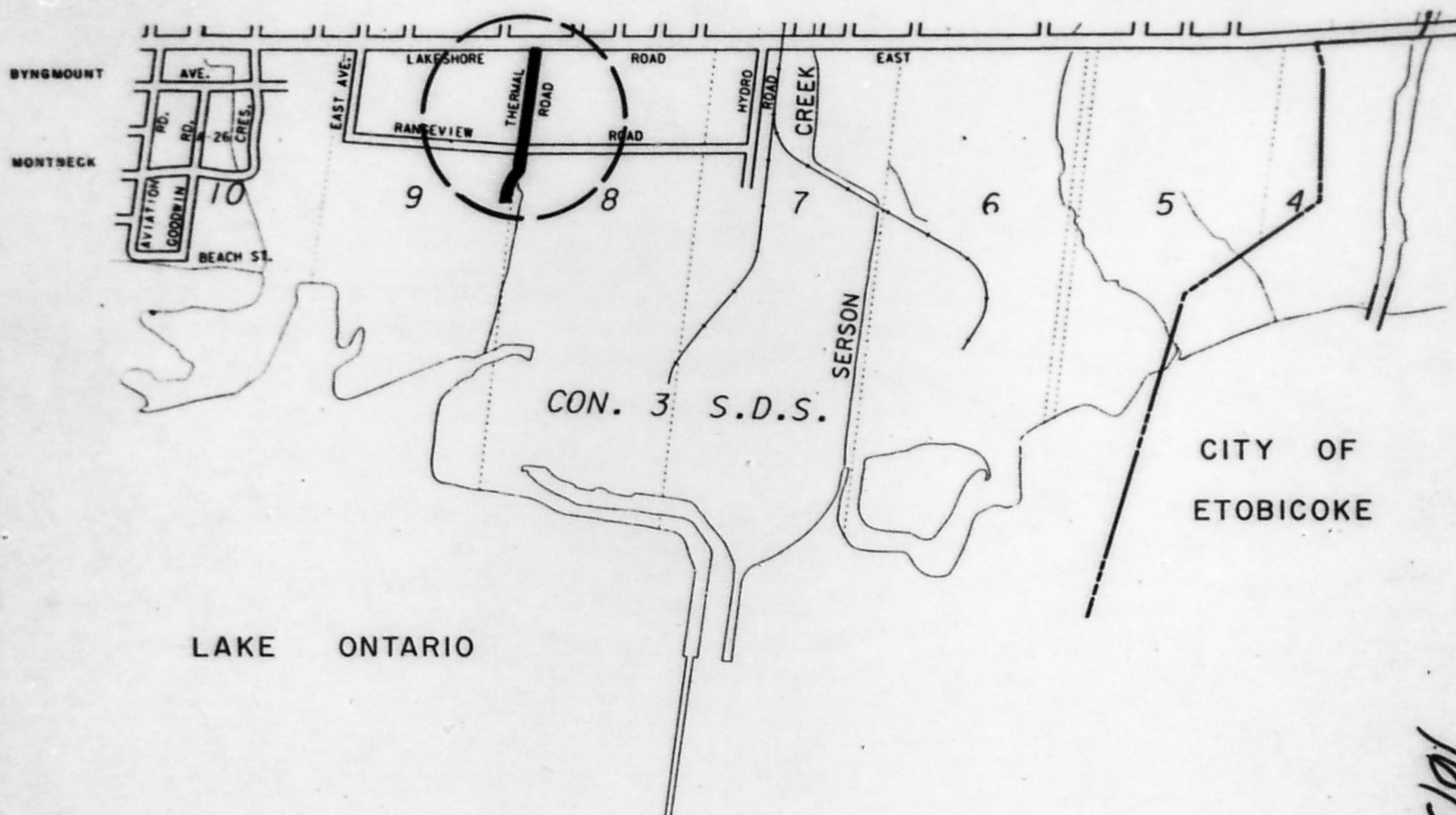
RECOMMENDATIONS:

1. That the name LAKEFRONT PROMENADE be approved for use in the proposed renaming of THERMAL ROAD.
2. That the necessary By-law be enacted to rename THERMAL ROAD as LAKEFRONT PROMENADE.
3. That the street be "double signed" for a period of one year from the date of the name change.

[Signature]
C.C. Mr. E.M. Halliday
Councillor H. Kennedy

FORM 145

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.





17(a)

City of Mississauga

MEMORANDUM

Files: 12 111 00014
11 141 00039

To: Chairman and Members of the
Public Works Committee

From: William P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE

May 30/85

May 23, 1985

REGISTRY No. 4531

DATE MAY 27 1985

FILE No. F-62-07

CLERK'S DEPARTMENT

SUBJECT:

Re-Naming of Winston Churchill Boulevard

ORIGIN:

Letter from Mr. R. J. Crockett, 2990 Folkway Drive, Mississauga, addressed to Mayor McCallion

COMMENTS:

Mayor McCallion referred Mr. Crockett's letter concerning the re-naming of Winston Churchill Boulevard to the Public Works Committee for review.

Mr. Crockett indicates in his letter that he feels that the name change to Sir Winston Churchill Boulevard would more suitably recognize Mr. Churchill's achievements. From a technical standpoint we can see no problem as far as duplication or similarity to other street names is concerned, however, when Public Works Committee is considering this matter they should take into consideration the following aspects:

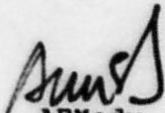
1. There are approximately 160 owners and tenants addressed on Winston Churchill Boulevard within the City of Mississauga limits.
2. There are approximately 42 owners and tenants addressed on Winston Churchill Boulevard who are residents of Oakville as Winston Churchill Boulevard south of Dundas Street is a boundary Road between the City of Mississauga and the Town of Oakville.
3. Winston Churchill Boulevard also extends north of Highway 401 northerly to Erin through other Municipalities. This fact should be taken into consideration if any part of Winston Churchill Boulevard was to be changed.

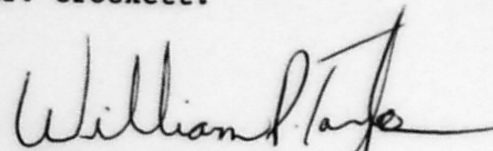
17(h)

Chairman and Members of the
Public Works Committee
May 23, 1985
Page 2

Subject: Re-Naming of Winston Churchill Boulevard

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated May 23, 1985, with respect to the re-naming of Winston Churchill Boulevard, be received, and that direction be given by the Public Works Committee in order that Mrs. Kathy Zammit can prepare the appropriate reply to Mr. Crockett.

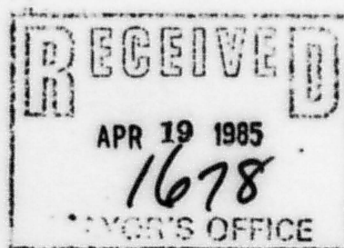

AEM:dw


William P. Taylor, E. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. K. A. Cowan

17(c)

Mayor E. McCallion
City Hall Mississauga,
1 City Centre Drive
Mississauga, Ontario



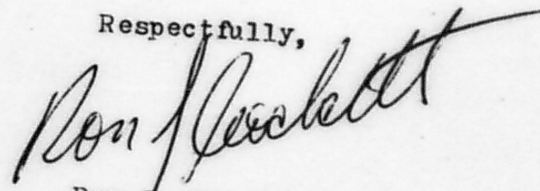
Ron J. Crockett
2990 Folkway Drive
Mississauga, Ontario
L5L 1Z6

Tuesday, April 16, 1985

Mayor McCallion,
I appreciate that you have a very pressing schedule and have little time for citizens with minor points of contention so I will not delay.

There once was a very great man who saved the free world from the onrushing horde. His adept politics and flair for public speaking and military decisions earned him the truly high honor of being knighted. Sir Winston Churchill still stands as a name to be truly remembered. Mississauga has chosen to call him Winston Churchill and ignore the strength of his accomplishments and the world's appreciation of him. The cost of a change to a street name is expensive but what price do you put on respect and debt to a true hero who has had his honor taken away. I move for recognition in a proper sense of the word.

Respectfully,


Ron J. Crockett



City of Mississauga
MEMORANDUM

18(a)

To Kathy Zammit
Dept. Clerks

From Councillor Ted Southorn
Dept. Ward 9

P. W. DATE

May 30/85

May 8, 1985

Requests for Reports 258-84 and 305-84
File: F.02.07

Re: Re-naming Hammond Road

RECEIVED	
REGISTRY NO.	4294
DATE	MAY 16 1985
FILE NO.	F-02-07
CLERK'S DEPARTMENT	

I had earlier circulated a survey to the residents of Hammond Road in Streetsville asking their opinions on re-naming the road and offering Red Hill Road and Bonnie Braes Road as suggested alternatives. The overwhelming responses which were passed earlier to Arthur Grannum for his file indicate that the people of Streetsville do not want Hammond Road to change its name.

My current position is to leave Hammond Road Streetsville as it is.

TS:sn

Ted



18(h)

City of Mississauga

MEMORANDUM

To Councillor T. Southorn
Dept. _____

From Christine Dodds
Dept. Clerk's Department

November 6, 1984.

Re: Re-naming of Hammond Road - Streetsville
File: F.02.07

As a result of the Public Works Committee's deliberations of duplications of street names in the City of Mississauga, on Monday, November 5, 1984, Council adopted the following General Committee recommendation which emanated from the Public Works Committee Report dated October 18, 1984:

1563-84

That the names "Red Hill Road" and "Bonnie Braes Road" suggested by the Streetsville Historical Society and approved by the Region of Peel Street Names Committee as potential selections for the renaming of Hammond Road in Ward 9, be referred to the Ward representative, Councillor T. Southorn, for a period of 60 days, to assist him in his consultations with the area residents prior to making a recommendation to the Public Works Committee on the renaming of this street.

Christine Dodds
Committee Coordinator.

c.c. W. P. Taylor, P. Eng., Commissioner
Engineering and Works.

A. Grannum, Clerk's Department



City of Mississauga
MEMORANDUM

18(c)

To: Councillor Southorn

From: Christine Dodds

Dept.:

Dept. Clerk's Department

October 10, 1984.

Re: Re-Naming of Hammond Road in Ward 9
F.02.07, 11 141 00039, 12 111 00014

As you are aware, on September 20, 1984, the Public Works Committee considered the duplication of the name "Hammond Road" in both Wards 9 and 6. As a result of its deliberations, the following recommendation of the Public Works Committee was adopted by Council on October 9, 1984:

- (a) That the street name "Hammond Road" in Ward 6 remain unchanged.
- (b) That Hammond Road in Ward 9 be renamed.
- (c) That the Ward 9 Area Councillor, T. Southorn, be requested to supply a suitable name for this renaming in consultation with the area residents.

I trust you will discuss this with the area residents and advise the Public Works Committee of your recommendation in due course.

Christine Dodds
Committee Coordinator.

c.c. W. P. Taylor, P. Eng., Commissioner,
Engineering and Works



19(a)

City of Mississauga
MEMORANDUM

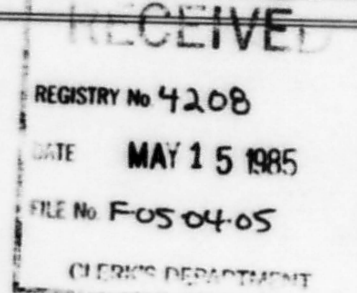
To: Chairman and Members
Dept. Public Works Committee

From: David J. Culham
Dept. Councillor Ward 6

DATE May 30/85

May 14, 1985

Re: Newspaper Recycling Program
Request No. 42-85



After numerous meetings with Buscombe and Dodds, and representatives with Westdale Mall, I regret to report that this recycling program is not feasible at this time.

David Culham _{kd}

David J. Culham
Councillor Ward 6

kd



City of Mississauga

MEMORANDUM

19(b)

To Councillor D. Culham From A. D. Grannum
Dept. Clerk's

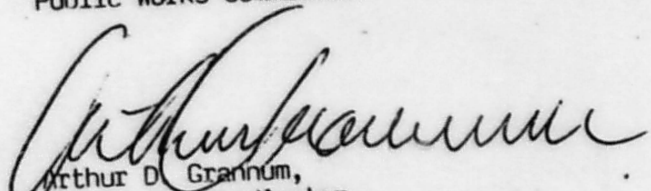
February 14, 1985

Re: Newspaper Recycling Program
File: F.05.04.05

You may recall that at the meeting of the Public Works Committee on January 17, 1985, a presentation was made to the Committee by Mrs. Angie McMahon of Buscombe and Dodds, regarding the use of grocery stores as newspaper collection points.

After the presentation, the Committee asked that you approach one of the plaza owners to ask their support in setting up a location, perhaps at Westdale Mall, as a pilot project.

Pursuant to the direction from the Committee, would you please contact the owners of Westdale Mall and report back to the March 21st meeting of the Public Works Committee.


Arthur D. Grannum,
Committee Coordinator.

/pj

cc.. W. P. Taylor, Commissioner of Engineering and Works
K. Zammit

20

PUBLIC WORKS COMMITTEE
DATE: MARCH 21, 1985

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-84	Eng & Works	Review of standards for new residential road construction	Capital Budget - Mar 1/84	Aug 15/84	1
69-84	Eng & Works	Mud Tracking	Council - Mar 18/84	Aug 15/85	1
303-84	Cllr McKechnie	Renaming of Princess St in Ward 5	Pub Wks - Oct 18/84	Feb 21/85	2
1-85	Eng & Works	Front Yard and Permit Parking	Mayor McCallion	Jul 18/85	0
38-85	Cllr Culham	Renaming portions of Fowler Drive	Pub Wks - Jan 17/85	Aug 15/85	0
74-85	Eng & Works	Snow removal on Galena Crescent	CI - Mar 25/85	Aug 15/85	0
75-85	Eng & Works	Entrance Road - Lakefront Promenade Park	Ltr - CVCA - Mar 13/85	Sep 20/85	0
88-85	Eng & Works	Snow Plowing - Tendering/Standards	Pub Wks - Mar 21/85	Sep 20/85	0
89-85	Eng & Works	Snow Plowing - Seminar: Staff/Contractors	Pub Wks - Mar 21/85	Sep 20/85	0
90-85	Eng & Works	Snow Plowing - Culs-de-sacs	Pub Wks - Mar 21/85	Sep 20/85	0
91-85	Eng & Works	Snow Plowing - Windrows	Pub Wks - Mar 21/85	Sep 20/85	0
92-85	Eng & Works	Snow Plowing - Educating the public	Pub Wks - Mar 21/85	Sep 20/85	0
93-85	Cllr Culham	Street Name - Stavebank to Trillium	Pub Wks - Mar 21/85	Sep 20/85	0
102-85	Eng & Works	Consideration of Recycling Program	Ltr - Region - Apr 4/85	Sep 20/85	0



City of Mississauga

21

MEMORANDUM File ref: 15 111 00003
11 141 00039

To Chairman and Members of the From Mr. William P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works

May 28, 1985

SUBJECT: Newspaper picked up for recycling
ORIGIN: Engineering and Works Department
COMMENTS: For the information of Committee the following amounts
of newspaper have been picked up for recycling.

	<u>APRIL</u> <u>1985</u>	<u>TOTAL TO DATE</u> <u>FROM JAN. 1985</u>
Robran Construction	156.19 Tons	549.01 Tons
Mississauga Clean City Campaign	6.25 Tons	33.49 Tons
Boy Scouts (Streetsville)	Not available	10.60 Tons

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner
of Engineering and Works, dated May 28, 1985, with respect to
newspaper pickup and recycling be received.

William P. Taylor
William P. Taylor, P. Eng.
Commissioner of Engineering
and Works

[Signature]
K. Cowan, P. Eng.

Kat
Approved by:
City Manager

CITY OF MISSISSAUGA

MINUTES

MEETING 5-85

NAME OF COMMITTEE: Public Works
DATE OF MEETING: Thursday, May 30, 1985
PLACE OF MEETING: Committee Room A at 9:40 am
MEMBERS PRESENT: Councillor R. Skjarum, Chairman
Councillor H. Kennedy
Councillor D. Culham
Councillor D. Cook
Mr. Allan Hignell
MEMBERS ABSENT: Mr. J. Rogers, Vice-Chairman
Mr. Christopher B. Gauer
Mrs. June Hayden
ALSO PRESENT: Mayor H. McCallion (part)
STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. McDonald, Director, Engineering & Works
Mr. P. J. Davies, Drafting Section, Engineering & Works
Mr. J. Thomas, Traffic Section, Engineering & Works
Mrs. Kathy Zammit, Committee Coordinator

DEPUTATIONS:

- A. Mr. T. Moon, 85 Chalfield Lane
See Item 1

MATTERS CONSIDERED:

1. Report dated April 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, in response to a letter from Mr. Thomas O. Moon, 85 Chalfield Lane, with respect to on-street parking in residential areas (Request for Report 87-85).

Mr. Moon proposed that parking be permitted in residential areas on one side of the street, possibly alternating monthly, which would "still allow access in case of fire emergencies etc. and in the winter a snow warning could be issued". He suggested that "as it stands, housing permits do not facilitate 2 cars (medium or large) in 1 driveway (even the garage is too small)". Failing support for his proposal, he suggested the implementation of permit parking.

Mr. Taylor advised that Mr. Moon's comments have been reviewed, and Chalfield Lane particularly was checked. The homes in that area are semi-detached dwellings all with garages and 1 parking space in the driveway, representing 200% off-street parking available for all dwellings. It was noted that some vehicles parked partially in the grassed area adjacent to the driveways, and that at Mr. Moon's residence, a 6-man pick-up truck with a large trailer is parked in the driveway and encroached somewhat onto the municipal sidewalk.

Mr. Taylor agreed that the standard single car garage provided in this area is not large enough to accommodate a truck and trailer; however, this problem does not appear to be experienced by any of the other residents of Chalfield Lane.

Parking is permitted on both sides of the street, a standard 28 ft local road, for a maximum limit of 3 hours. He explained that the City has not adopted long term alternate side parking in any other area with low density development which have at least 200% on-site parking at each residence.

Mr. Taylor advised that since each dwelling can accommodate 2 vehicles off-street (1 in the garage and 1 in the driveway), with the potential of widening some driveways to create additional space, he cannot support long term parking on Chalfield Lane, and recommended:

That alternate side long term parking not be implemented on Chalfield Lane.

Mr. Moon addressed the Committee in support of his proposal that parking be permitted on one side of the street. He expressed concern that the driveways in his neighbourhood on Chalfield Lane are not long enough to accommodate more than one vehicle, and that even the garages are not big enough. He explained that his garage is used for storage, a trailer is parked in the driveway, and there is not sufficient space for him to park his crew-cab trucks without overhanging the boulevard or sidewalk - therefore, he gets parking tickets. As a former resident of the City of Edmonton where parking is permitted on one side of the street, he advised that it was his observation that the system worked quite well and could be implemented in Mississauga.

Mr. Taylor suggested that Mr. Moon's problem is not an isolated case, with the change in lifestyles and children continuing to live at home after they have their own vehicles, it would appear that the 200% parking may not be sufficient. He explained this his report addresses only the parking problem on Chalfield Lane, and that rather than implement long term parking at that location, it would be more appropriate to address the overall policy.

He indicated that there may be merit in extending the 3-hour parking limit, reviewing the permit parking policies, or considering other options to address the problem of parking.

In response to a suggestion that perhaps widening the driveway to accommodate another vehicle, Mr. Taylor cautioned that the lots on this section of Chalfield Lane may not be wide enough to increase a paved area without affecting the drainage.

Mr. Allan Hignell, citizen member of the Committee, summarized his understanding of the problem of parking in this municipality:

- 200% parking may not be sufficient recognizing today's lifestyles,
- building standards pertaining the length/size of driveways should perhaps be reviewed,
- road allowance widths should perhaps be increased.

Mayor H. McCallion suggested that some of the problem, and solution, lies with the residents, ie when a home is purchased or rented, the individual involved should be fully aware of the parking available.

Mr. Taylor advised that when consideration was given to the creation of 32 ft lots, he expressed concern at that time about problems with parking. There was also some discussion about the parking problems created as a result of long streets.

In response to the suggestion about permitting parking on one side of the street, Mr. Taylor indicated that there would be the problem in deciding on which side of the street parking would be permitted.

The Committee directed Mr. Taylor to review the City's parking policy, in consultation with the Commissioner of Building, Zoning & Licensing, and report back to the Public Works Committee with recommendations to alleviate some of the problems.

F.06.04.02
DIRECTION

2. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Councillor D. Culham for an increase in the level of service for plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway. Mr. Taylor advised that there are 4 apartment buildings and several homes on Argyle Road generating considerable pedestrian traffic, including many children who walk south along Argyle Road from Dundas Street through the walkway to Consulate Drive onto Paisley Boulevard to Floradale Public School. Further, there are 2 bus stops within 200 ft of the intersection of Argyle Road/Dundas Street. He advised that this section of sidewalk is not listed as a priority route within the guidelines approved by Council, but recommended:

That sidewalk plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02
See Recommendation 75-85 (D. Culham)
APPROVED

3. Report dated February 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Mrs. Chwenzer, President of the PTA, Whiteoaks Public School, for an increase in the level of service for plowing and sanding on Mazo Crescent from Clarkson Road to Truscott Drive, and on Ravine Drive from the Hydro property to the northerly limit. Mr. Taylor advised that while these sidewalks are not listed as priority routes within the guidelines approved by Council, they do serve the needs of children attending Whiteoaks Public School, and recommended:

That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:

- Mazo Crescent from Clarkson Road to Truscott Drive
- Ravine Drive from the Hydro property to the northerly limit.

F.05.03.02

See Recommendation 76-85 (D. Culham)

APPROVED

4. Report dated March 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request for an increase in the level of service for plowing and sanding on Jaguar Valley Drive from John Street to Dundas Street. Mr. Taylor advised that while the sidewalk is not listed as a priority route within the guidelines approved by Council, the street is bordered by apartment buildings generating a high pedestrian count, and recommended:

That sidewalk plowing and sanding on Jaguar Valley Drive from John Street to Dundas Street be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02

See Recommendation 77-85 (D. Culham)

APPROVED

5. Report dated February 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Councillor M. Marland, for an increase in the level of service for plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road. Mr. Taylor advised that while the sidewalk is not listed as a priority route within the guidelines approved by Council, the pedestrian count is high as it is a direct school access route, and recommended:

That sidewalk plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02

See Recommendation 78-85 (D. Culham)

APPROVED

6. Report dated April 1, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request for an increase in the level of service for plowing and sanding on the following streets:
- Deer Run north of Rathburn Road West east of Creditview Road
 - Deer Run from Rathburn Road West of Perivale Road
 - Erindale Station Road from Burnhamthorpe Road to Deer Run
 - Perivale Road from Beacon Lane to Burnhamthorpe Road
 - Queensbridge Drive south of Rathburn Road West
 - Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
 - Beacon Lane from Rathkeale Road westerly.

Mr. Taylor advised that while the sidewalks are not listed as priority routes within the guidelines approved by Council, the number of pedestrians is high enough to warrant an increase in the service, and recommended:

That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:

- Deer Run north of Rathburn Road West east of Creditview Road
- Deer Run from Rathburn Road West of Perivale Road
- Erindale Station Road from Burnhamthorpe Road to Deer Run
- Perivale Road from Beacon Lane to Burnhamthorpe Road
- Queensbridge Drive south of Rathburn Road West
- Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
- Beacon Lane from Rathkeale Road westerly.

F.05.03.02

See Recommendation 79-85 (D. Culham)

APPROVED

7. Report dated April 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper picked up for recycling for the month of March 1985, and the year to date from January 1985, recommending:

That the report dated April 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting held on May 30, 1985, with respect to newspaper picked up for recycling for the month of March 1985, and the year to date from January 1985, be received.

F.05.04.05

See Recommendation 80-85 (D. Culham)

RECEIVED

8. Report dated March 20, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor F. McKechnie at the General Committee Meeting held on October 17, 1984, to review the entire matter of traffic signals throughout the City with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

Mr. Taylor advised that this review was requested in response to concerns expressed at General Committee when the traffic signals at the intersection of Hurontario Street and Trader's Boulevard were energized and put into operation. This traffic signal installation was originally installed by the MTC during the widening of Hurontario Street. The full cost of these traffic signals was paid by Trader's Associates. This installation was left without power by the Ministry and when the City assumed Hurontario Street this Department also left the traffic signals unenergized. After over 2 years the installation was energized and turned on by this Department in preparation for the Computerized Traffic Control System. It was recognized that this location did not satisfy the warrants; however, during the design of the communications system for the Computerized Traffic Control System this location had been designated as a master location and therefore it had to be energized.

Mr. Taylor advised that this location is traffic actuated and, therefore, it was felt that there would be no serious impediment to traffic flow on Hurontario Street.

He explained that to date 29 traffic signals have been installed at the developer's cost, representing approximately 18% of the City's total number of traffic control signals, 41% of which are warranted under the "old" MTC warrants, and 13% under the "new" warrants. These locations have been identified as being developer's responsibility as it was felt that the installation would ultimately be warranted by development. Prior to 1982, the locations installed using developer's funds were identified at the intersection of major collectors internal to subdivisions at the intersections totally constructed by developers. External intersections where traffic signals became warranted were subject to MTC subsidy approval.

In January 1982, the Engineering & Works Department prepared a report to Budget Committee in response to concerns expressed with respect to the problems experienced in obtaining M.T.C. subsidy approval where a subdivision collector road exits onto a major thoroughfare. This problem was magnified when M.T.C. increased the warrants for traffic signal installations as of January 1, 1982.

On January 25, 1982, pursuant to a report considered during budget discussions, Council passed Resolution 46-82, establishing a policy with respect to the installation of traffic signals with developers contributions.

He advised that the funds are identified for traffic signals and the installation takes place at the City's discretion, that the current policy is working well and should continue, and recommended:

That the City policy with respect to the installation of traffic signals with developers contributions, as adopted pursuant to Resolution 46-82 (January 25, 1982), be affirmed.

F.06.02

See Recommendation 81-85 (D. Culham)

APPROVED

9. Report dated April 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to "Radar Strictly Enforced" signs. Mr. Taylor advised that Councillor S. Mahoney was contacted by the Peel Regional Police regarding the enforcement of the speed limit on Winston Churchill Boulevard, and the possibility of using "Radar Strictly Enforced" signs in an attempt to control speeding especially during the times when police enforcement is not present.

He advised that the Engineering & Works Department responded and still maintains the position that these signs would not be effective in reducing speeds in the long term and the potential exists that these would proliferate throughout the City.

He explained that the MTC uses these signs on major highways where the speed limit has been temporarily reduced due to road reconstruction and because motorists look upon the reduced speed limit signs as being advisory and not legal speed limit. The Ministry has found that such signs are not effective and only the presence of police enforcing the limit is the most effective means of controlling speeds.

It is his suggestion that, while there may be some impact in the early stages, motorists regularly using the road would soon develop a disregard for these signs when during the majority of time a police presence was not observed.

He advised that the only effective method of speed control is a continued intensive enforcement of traffic violations, and it is his understanding that the Police Department has stepped up radar enforcement the best they can taking into account their current staffing loads, and recommended:

That "Radar Strictly Enforced" signs not be used in Mississauga as a speed deterrent.

F.06.04.10

See Recommendation 82-85 (D. Culham)

APPROVED

10. Report dated April 18, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to "ripple" pavement, pursuant to comments by Councillor D. Cook at the Public Works Committee Meeting on March 21, 1985 (Request for Report 77-85).

Mr. Taylor advised that the grooving performed on various on/off ramps by the MTC a number of years ago was in an attempt to improve road surface friction during both wet and dry road conditions. This grooving was only done on concrete surfaces and was effective for only a couple of years due to the eventual "polishing" of the concrete surface caused by tire scrubbing. The Ministry is now onto a program of resurfacing their ramps with "open friction" asphalt which provides better friction and drainage during wet and dry road conditions. This is the same surface which has been placed on the QEW between the Credit River Bridge and the Etobicoke Creek Bridge.

He explained that grooving is not performed on asphalt surfaces as this would break down the adhesion qualities of the asphalt and the surface would eventually break up. Further, open friction asphalt is approximately three times the cost of regular mix and is more effective on high speed roads and ramps. The effectiveness on lower speed roads and curves in preventing vehicles leaving the road would be negligible as the major cause is rate of speed and not a poor road surface.

He advised that it is the opinion of the MTC that "open friction" asphalt provides better friction and drainage qualities, than does grooving on concrete surfaces and they have ceased the practice of grooving concrete surfaces on curves, and does not suggest the use of "open friction" asphalt be used on local road curves. He recommended:

That the report dated April 18, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting held on May 30, 1985, with respect to grooves of pavement surfaces, be received.

F.02.01

See Recommendation 83-85 (D. Culham)

RECEIVED

11. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advised that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advised that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advised that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggested that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He detailed the widths of the subject roads, and explained that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirms that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicates that he does not favour the development of long term on-street parking in this area, and recommended:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

NOTE: This report was originally included on the agenda for the Public Works Committee at its meeting held on February 21, 1985, and at the request of Councillor M. Marland, had been deferred.

At the request of the Commissioner, this report was deleted.

F.06.04.02
DELETED

12. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a recommendation of the Public Works Committee that a detailed functional design be prepared with respect to the realignment of Mississauga Road south of Dundas Street (Request for Report 199-84).

Mr. Taylor advised that the Department has reviewed the realignment of the road at the first curve south of Dundas Street and through the property occupied by the Hydro Substation located just west of Mississauga Road and south of Dundas Street and the Hydro right-of-way which runs southerly from the Hydro station to Blythe Road. The cost estimate for these proposals, outside the existing right-of-way, ranged from \$628,000-\$942,000, and through the Hydro easement, was \$819,000, all excluding land costs.

He advised that in view of the high costs and environmental impact a 5th option was identified involving the reconstruction of the first curve south of Dundas Street within the existing right-of-way with improvements to the alignment and crossfall of the road, at an estimate cost of \$220,000.

Pursuant to a presentation of these options to the Oakridge Residents Association late in 1984, there was some hesitancy on the part of the Association, and it was indicated at that time that a further meeting would be held once the minor works concepts had been refined in detail, ie improving road geometrics within existing road allowance.

In addition to the realignment of the first curve south of Dundas Street, intersection and road improvements have been proposed for Mississauga Road between Glatts Lane and the Loyalist Creek, to upgrade the 765m road section to a curb and gutter standard, including the installation of storm sewers, upgraded streetlighting, intersection improvements at Springbank Road, Seven Oaks Drive and the proposed road in the Glen Manor subdivision. He explained that this work is required as a result of new residential development in the area and to improve existing conditions, and contributions are to be received from the adjacent developers for a portion of this work. These works involve the lowering of Mississauga Road at Springbank Road by approximately 2m (6 ft) and the construction of a left turn lane for Seven Oaks Drive, Springbank Road and a proposed street from the proposed Oak Glen Manor subdivision (T-82024). Also, the existing mound of earth on the south west corner of Mississauga Road and Springbank Road will be levelled. The estimated costs for these works is \$600,000.

He advised that funds for the above works have been approved in the 1985 Capital Budget, and the project is tentatively scheduled for a July start.

During the investigation, Mr. Taylor advised that additional deficiencies were identified with respect to the existing road bed between the limits of the two above projects, and the road bed is pulling apart and separating, thereby requiring reconstruction. He recommended that the remaining section of Mississauga Road between the Loyalist Creek and the end of construction for the first curve south of Dundas Street be reconstructed to a 2-lane (10m pavement) curb and gutter cross section in 1986.

He explained that the net result of these two construction stages in 1985 and 1986 is that Mississauga Road would have a new 2-lane (10m pavement) curb and gutter cross section between Dundas Street and the existing curb and gutter section south of Springbank Road.

Mr. Taylor advised that due to the extensive cut at Springbank Road and the narrow working conditions it is required that Mississauga Road, from Glatts Lane and Dundas Street, be closed to through traffic for approximately 2 months during the construction period. He recommended:

- (a) That the proposed reconstruction of the first curve south of Dundas Street as a two lane curb and gutter road with the existing right-of-way be approved in principle.
- (b) That the proposed reconstruction of Mississauga Road between Glatts Lane and Loyalist Creek to a basic 2-lane curb and gutter cross section with left turn lanes at intersection be approved.
- (c) That the reconstruction of Mississauga Road between the first curve south of Dundas Street and the Loyalist Creek to a 2-lane curb and gutter cross section be undertaken in 1986.
- (d) That Mississauga Road be closed to through traffic for the purposes of road reconstruction, the dates of which will be defined at the time of tendering and a report to Council be submitted.
- (e) The Engineering & Works Department, in conjunction with the Ward Councillor, undertake a drop-in centre to displaying the concepts and to receive public input.

Councillor D. Culham advised that this matter has had considerable input from the area residents and that he is happy with Mr. Taylor's recommendations.

Mayor H. McCallion suggested that it may be more appropriate to hold a public meeting than a drop-in centre, and notices published in the local newspaper inviting those interested to attend.

In response to the concern expressed by Mr. Allan Hignell, citizen member of the Committee, that the road would be under construction in different sections for a 2-year period, and that the section in-between would not be improved, Mr. Taylor indicated that the resurfacing of that section of road between the two areas to be reconstructed, could be included in the department's resurfacing program.

Following confirmation from the Clerk's Office that the Council Chambers would be available for a public meeting on Thursday, June 13, 1985, at 8:00 pm, Councillor Culham moved the Commissioner's recommendations, as amended by deleting Section (c), and by amending Section (e) to hold a public meeting at the date and time noted above. This motion was voted on and carried.

F.06.03.01

See Recommendation 84-85 (D. Culham)

AMENDED

13. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to the direction of the Public Works Committee that a report be prepared with respect to the location of service club signs (Request for Report 80-85). Mr. Taylor advised that this issue surfaces every couple of years, generally as a result of requests from individual clubs (ie Meadowvale Rotary Club, Mississauga Kinsmen etc.,) for one or two signs. He advised that there are 50 plus service clubs in the City and indicates that he feels that there is no way all could be accommodated on one sign at the entrance to the City. Also, if each club received approval to erect individual signs, the road allowances would quickly become encumbered with a multitude of signs.

He offered 2 options as follows:

1. Large signs could be erected at selected entrances to the City where there is room (at this time there are a number of information/regulatory signs at each entrance). There would be a physical limit to the size of the sign and it would probably, by its nature, be expensive to install and maintain. Also, all the service clubs may or may not be able to have their information put on the sign due to size limitations. In 1977 when the service clubs were contacted with respect to erection of this type of sign, they were receptive to the proposal, however, they were reluctant to participate financially.
2. A smaller sign could be erected on existing signposts indicating that the City could be contacted regarding service club meetings. The Information & Public Relations Section of the Clerk's Department currently publishes a booklet listing the various active service clubs in the City. The sign could read as follows:
"Service Club Information - 279 7600".

He noted that Council, at its meeting of February 28, 1983, approved the replacement of 2 existing service club signs on Queen Street in the Streetsville area subject to the service clubs continuing to maintain same in good repair. These signs were approved as they had been approved by the Town of Streetsville.

He recommended:

- (a) That individual service club signs not be permitted on City road allowances.
- (b) That the Engineering & Works Department erect a sign indicating that information on service clubs can be obtained from City Hall at each City entrance.

Councillor R. Skjarum advised that he has requested the Recreation & Parks Department to make up some signs to be erected on Burnhamthorpe Road at the new park near the border of the City of Etobicoke.

Councillor D. Cook advised that he has prepared a pencil sketch of what he suggests would be an appropriate "welcome" sign for the major entrances to the City.

Mayor H. McCallion expressed concern that there appeared to be no coordination of an effort to erect signs welcoming people to Mississauga, and suggested that this should be undertaken by the Information & Public Relations Section of the Clerk's Department.

It was suggested that a "welcome" sign could include the information as suggested by Mr. Taylor, ie that information with respect to service clubs is available at City Hall.

Councillor Cook moved Mayor McCallion's suggestion, that Information & Public Relations, report to this Committee with respect to "welcome" signs at the major entrances to the City, and that consideration be given to the inclusion of information regarding local service clubs, as recommended by the Commissioner of Engineering & Works. This motion was voted on and carried.

A.00.01, L.09.04.01

See Recommendation 85-85 (D. Culham)

APPROVED

14. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from the Urban Development Institute, with respect to damage to concrete structures due to road salting (Request for Report 224-84). Mr. Taylor advised that the Ministry of Transportation & Communications has published a report entitled (Sprinkle Lightly - Salt and Alternatives for Highway De-icing", and recommended:

That the report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee on May 30, 1985, with respect to damage to concrete structures due to road salting, be received.

Mayor H. McCallion suggested that while the publication from the Ministry was most informative, it does not address the problem of salt damage to both concrete structures, and to vegetation along the roads. She advised that she is concerned about the amount of salt put onto the City's roads, and she has observed a salter closely followed by a snow plow. It was her suggestion that an information program may be helpful in making the drivers of these vehicles aware of concern about the amount of salt dispelled, and the amount apparently wasted.

Mr. Taylor advised that the matter of snow plowing etc. is to be addressed at the Public Works Committee scheduled to be held in July, and as a part of that review, there is consideration being given to holding a seminar for the drivers.

In response to a suggestion by Councillor D. Culham that calcium chloride be used in place of salt (sodium chloride) on roads with higher speed limits where the salt spray is greater and therefore the winterkill to the vegetation greater, Mr. Taylor advised that calcium chloride is much more corrosive, but further it is not effective in this climate being most effective at temperatures below -20°.

F.05.01

See Recommendation 86-85 (D. Culham)

RECEIVED

15. Report dated May 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of CENTRAL PARKWAY and FAIRVIEW ROAD, within the subdivision registered as Plan 43M-595 (west of Hurontario Street, south of Burnhamthorpe Road). Mr. Taylor advised that the streets on the plan, registered on April 29, 1985, are extensions of existing streets and should be designated as WEST. Further, he advised that no building permits have been issued to date on these streets, and recommended:

- (a) That steps be undertaken to change the name of CENTRAL PARKWAY and FAIRVIEW ROAD, within Plan 43M-595 (west of Hurontario Street, south of Burnhamthorpe Road) to CENTRAL PARKWAY WEST and FAIRVIEW ROAD WEST, respectively.
- (b) That the development of Plan 43M-595, Testimony Investments Ltd., be advised of the renaming of Central Parkway and Fairview Road, and directed to replace all affected street name signs at such time as the street naming by-laws are enacted and passed.

M-595, F.02.07

See Recommendation 87-85 (H. Kennedy)

APPROVED

16. Report dated May 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a proposal by Councillor H. Kennedy to rename THERMAL ROAD to LAKEFRONT PROMENADE in that this street will be the major access to Lakefront Promenade Park. Mr. Taylor advised that the name has been approved by the Region of Peel Street Names Committee, and that Councillor Kennedy has received no adverse comments from businesses on Thermal. He recommended:

- (a) That steps be undertaken to change the name of THERMAL ROAD to LAKEFRONT PROMENADE.
- (b) That the street be "double signed" for a period of one year from the date of the name change.

F.02.07

See Recommendation 88-85 (H. Kennedy)

APPROVED

17. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from Mr. R. J. Crockett, 2990 Folkway Drive, concerning the renaming of Winston Churchill Boulevard to Sir Winston Churchill Boulevard. Mr. Taylor advised that from a technical standpoint, he can see no problem as far as duplication or similarity to other street names; however, the following should be considered:

- there are approximately 160 owners/tenants addressed on the street within the City limits,
- there are approximately 42 owners/tenants addressed on the street who are residents of the Town of Oakville, since the street south of Dundas is a boundary between the municipalities,
- the street extends north of Highway 401 to the Township of Erin, through other municipalities.

He recommended:

That the report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee on May 30, 1985, pursuant to a letter from Mr. R. J. Crockett, 2990 Folkway Drive, concerning the renaming of Winston Churchill Boulevard to Sir Winston Churchill Boulevard, be received.

Mayor H. McCallion suggested that recognizing the number of households and municipalities which would be affected by any change in the name of this road, it be suggested to Mr. Crockett that if it is his wish, he pursue contacting those involved to obtain their opinions.

Councillor D. Culham moved that the letter be referred to the Mayor for response. This motion was voted on and carried.

F.02.07

See Recommendation 89-85 (D. Culham)

RECEIVED

18. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This report has been included regularly on agendas for the Public Works Committee and to date the following have been resolved:

- First Street between Cawthra Road and West Avenue (Ward 1) has been renamed Ebony Avenue
- River Road between Veronica Drive and Inglewood Drive (Ward 1) has been renamed Old River Road
- Mill Street in the former Village of Meadowvale has been renamed Old Mill Lane
- Queensway West, west of the Credit River, has been renamed Sheridan Park Drive, Lincoln Green Close and Lincoln Green Way
- the name of Tenth Line is not to be changed.

The following items are being pursued but are not resolved as of this date:

- the closing of First Street between Second Line West and Pond Street: this matter is progressing
- the renaming of Princess Street in Ward 5: Councillor F. McKechnie has indicated that he will pursue this with the area residents
- the renaming of portions of Fowler Drive: Councillor D. Culham has indicated that he is pursuing this change
- renaming of Hammond Road (Ward 9)*

* Council at its meeting held on October 9, 1984, approved the recommendation of the Public Works Committee (September 20, 1984) resolving that the street name "Hammond Road" in Ward 6 would remain unchanged, and in Ward 9 would be renamed, and directed that Councillor Southorn be requested to supply a suitable name in consultation with the area residents (Request for Report 258-85). On October 18, 1984, the Public Works Committee made a further recommendation, subsequently adopted by Council on November 5, 1984, referring the names "Red Hill Road" and "Bonnie Braes Road" to Councillor Southorn to assist him in consultation with the area residents with respect to the renaming of Hammond Road (Request for Report 305-84).

In a memorandum dated May 8, 1985, Councillor Southorn advised that he had circulated a survey to the residents of Hammond Road in Streetsville asking their opinion on renaming the road and offering "Red Hill Road" and "Bonnie Braes Road". The overwhelming response has been that the residents do not want the road name changed. He advised that his current position is to leave the name unchanged.

Councillor H. Kennedy suggested that in deciding which "Hammond" Road should be changed in name, consideration should be given to which is the older, then proposing a name change of "Old Hammond Road" or "New Hammond Road", whichever is appropriate. Councillor D. Culham advised that Hammond Road in Ward 6 has been there longer than the road of the same in Ward 9, and that "Hammond House" is located on the road in Ward 6.

Councillor Kennedy moved that no action be taken at this time to change of the name of Hammond Road in Ward 9. This motion was later voted on and carried.

Mayor H. McCallion indicated that if the area residents were made aware of the reasons for proposing street name changes, there may be less resistance. Pursuant to discussions in this regard, the Committee directed that the Commissioner of Engineering & Works prepare a policy statement explaining the rationale for the review included in the July 31, 1984, report.

The Committee also directed that the July 31, 1984, report be referred back to the Commissioner to be brought back to the Committee at a future date.

F.02.07

See Recommendation 91-85 (H. Kennedy)

19. Memorandum dated May 14, 1985, from Councillor D. Culham, pursuant to the direction of the Public Works Committee at its meeting on January 17, 1985, following a deputation by Buscombe and Dodds, that the Councillor pursue the idea of obtaining assistance from the plaza owner at Westdale Mall as a pilot project with respect to the collection of recyclable material (Request for Report 42-85).

Councillor Culham advised that after numerous meetings with Buscombe and Dodds, and representatives of Westdale Mall, he regrets to report that the recycling program is not feasible at this time.

Councillor Culham moved that his memorandum be received. This motion was voted on and carried.

F.05.04.05

See Recommendation 92-85 (D. Culham)

RECEIVED

20. Summary of Unfinished Business for the Public Works Committee as of May 27, 1985.

A.03.04.06.01

See Recommendation 93-85 (D. Culham)

RECEIVED

21. Report dated April 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper picked up for recycling for the month of April 1985, and the year to date from January 1985, recommending:

That the report dated May 28, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting held on May 30, 1985, with respect to newspaper picked up for recycling for the month of April 1985, and the year to date from January 1985, be received.

F.05.04.05

See Recommendation 94-85 (D. Culham)

RECEIVED

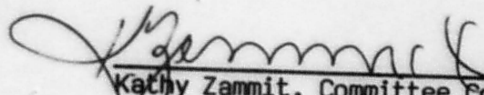
Public Works Committee Minutes - May 30, 1985 - Page 18

At the request of the Commissioner of Engineering & Works, the Committee discussed the dates of the regular meetings scheduled to be held in June, July and August and agreed to meet on June 25 at 1:30 pm; on July 10 at 9:30 am; and on August 7 at 9:30 am. It was also agreed that the matter of garbage would be considered at the June 25 meeting, and the matter of snow on July 10.

NOTE: Subsequent to the meeting, it was determined that the June 25 meeting was in conflict with another meeting and therefore the June 25 and July 10 meeting were cancelled, and a meeting arranged for July 4 at 1:30 pm.

RECOMMENDATIONS: As per Report No. 5-85

ADJOURNMENT: 11:45 am


Kathy Zammit, Committee Coordinator
2346C/129C

PUBLIC WORKS COMMITTEE
2347C/129C

May 30, 1985
FILE: A.03.04.06

REPORT NO. 5-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

- 75-85 That sidewalk plowing and sanding on Argyle Road between Dundas Street West and Confederation Parkway be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02
(38-75-85)

- 76-85 That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:
- Mazo Crescent from Clarkson Road to Truscott Drive
 - Ravine Drive from the Hydro property to the northerly limit.

F.05.03.02
(38-76-85)

- 77-85 That sidewalk plowing and sanding on Jaguar Valley Drive from John Street to Dundas Street be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02
(38-77-85)

- 78-85 That sidewalk plowing and sanding on Tredmore Drive from Constable Road to Bromsgrove Road be upgraded as a priority route for the 1985/86 winter season.

F.05.03.02
(38-78-85)

- 79-85 That sidewalk plowing and sanding on the following streets be upgraded as a priority route for the 1985/86 winter season:
- Deer Run north of Rathburn Road West east of Creditview Road
 - Deer Run from Rathburn Road West of Perivale Road
 - Erindale Station Road from Burnhamthorpe Road to Deer Run
 - Perivale Road from Beacon Lane to Burnhamthorpe Road
 - Queensbridge Drive south of Rathburn Road West
 - Wolfedale Road from Burnhamthorpe Road West to Queensbridge Drive
 - Beacon Lane from Rathkeale Road westerly.

F.05.03.02
(38-79-85)

- 80-85 That the report dated April 16, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting held on May 30, 1985, with respect to newspaper picked up for recycling for the month of March 1985, and the year to date from January 1985, be received.

F.05.04.05
(38-80-85)

- 81-85 That the City policy with respect to the installation of traffic signals with developers contributions, as adopted pursuant to Resolution 46-82 (January 25, 1982), be affirmed.

F.06.02
(38-81-85)

- 82-85 That "Radar Strictly Enforced" signs not be used in Mississauga as a speed deterrent.

F.06.04.10
(38-82-85)

- 83-85 That the report dated April 18, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting held on May 30, 1985, with respect to grooves of pavement surfaces, be received.

F.02.01
(38-83-85)

- 84-85 (a) That the proposed reconstruction of Mississauga Road from the first curve south of Dundas Street as a two lane curb and gutter road with the existing right-of-way be approved in principle.
- (b) That the proposed reconstruction of Mississauga Road between Glatts Lane and Loyalist Creek to a basic 2-lane curb and gutter cross section with left turn lanes at intersection be approved.
- (c) That Mississauga Road be closed to through traffic for the purposes of road reconstruction, the dates of which will be defined at the time of tendering and a report to Council be submitted.
- (d) That the Engineering & Works Department, in conjunction with the Ward Councillor, hold a public meeting on Thursday, June 13, 1985, in the Council Chambers, at 7:30 pm, to present the above proposals and to receive public input.

F.06.03.01
(38-84-85)

- 85-85 (a) That the Information & Public Relations Section of the Clerk's Department be directed to report to the Public Works Committee with respect to "WELCOME" signs at the major entrances to the City.
- (b) That, as part of the review of such signs, consideration be given to the inclusion of reference to information regarding local service clubs being available from City Hall.

A.00.01, L.09.04.01
(38-85-85)

- 86-85 That the report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee on May 30, 1985, with respect to damage to concrete structures due to road salting, be received.

F.05.01
(38-86-85)

- 87-85 (a) That steps be undertaken to change the name of CENTRAL PARKWAY and FAIRVIEW ROAD, within Plan 43M-595 (west of Hurontario Street, south of Burnhamthorpe Road) to CENTRAL PARKWAY WEST and FAIRVIEW ROAD WEST, respectively.
- (b) That the development of Plan 43M-595, Testimony Investments Ltd., be advised of the renaming of Central Parkway and Fairview Road, and directed to replace all affected street name signs at such time as the street naming by-laws are enacted and passed.

M-595, F.02.07
(38-87-85)

May 30, 1985

- 4 -

Public Works Committee

88-85 (a) That steps be undertaken to change the name of THERMAL ROAD to LAKEFRONT PROMENADE.

(b) That the street be "double signed" for a period of one year from the date of the name change.

F.02.07
(38-88-85)

89-85 That the letter from Mr. R. J. Crockett, 2990 Folkway Drive, concerning the renaming of Winston Churchill Boulevard to Sir Winston Churchill Boulevard, be referred to Mayor H. McCallion for response.

F.02.07
(38-89-85)

90-85 That the Commissioner of Engineering & Works be requested to prepare a report to the Public Works Committee explaining the rationale in changing street names to eliminate duplications.

F.02.07
(38-90-85)

91-85 That no further action be taken at this time to change the name of Hammond Road in Ward 9.

F.02.07
(38-91-85)

92-85 That the memorandum dated May 14, 1985, from Councillor D. Culham, advising that a program of using Westdale Mall as a pilot project with respect to the collection of recyclable material is not feasible at this time, be received.

F.05.04.05
(38-92-85)

93-85 That the Summary of Unfinished Business for the Public Works Committee as of May 27, 1985, be received.

A.03.04.06.01
(38-93-85)

94-85 That the report dated May 28, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting held on May 30, 1985, with respect to newspaper picked up for recycling for the month of April 1985, and the year to date from January 1985, be received.

F.05.04.05
(38-94-85)

Thursday, July 4, 1985

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 4, 1985, 1:30 PM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman
John Rogers, Vice Chairman
Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Christopher B. Gauer
June M. Hayden
E. Allan Hignell

PREPARED BY: Clerk's Department

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

2345C/129C

INDEX

Public Works Committee - July 4, 1985

DEPUTATIONS

Nil

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.02.07	Proposed Street Names - Reserved - John D. Rogers and Associates
2.	F.02.07	Proposed Street Name Change - Powderhorn Crescent
3.	F.02.07	Proposed Street Name Change - Fowler Drive (portions)
4.	F.02.07 T-74037	Proposed Street Names - T-84037
5.	F.06.04.02	Parking - Talka Subdivision
6.	F.05.04.06	1986/91 Garbage Collection Contract
7.	F.05.03.02	Review of Winter Maintenance Activities/Service Levels
8.	A.03.04.06.01	Summary of Unfinished Business

20. Summary of Unfinished Business

A.03.04.06.01

RECOMMEND RECEIPT

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 4, 1985
Committee Room A, 1:30 pm

A G E N D A

DEPUTATIONS - Nil

MATTERS FOR CONSIDERATION:

1. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names submitted by John D. Rogers and Associates for approval. Mr. Taylor advises that the following names, if approved, will be reserved for use by the applicant:

ALEXIS	GOLDEN ISLES
ALPINE	HIGH SPRINGS
ANKARA	HOMESTEAD
ANTOINETTE	LAUREL
APACHE	LONGBOAT
APPLE GATE	MARATHON
ARCTURUS	MARCO POLO
ATHENA	MECCA
ATLANTIS	MULRONEY
AUBURN	NAPLES
BERRENGER	PHANTOM
BURKE	PLANTATION
CALAIS	RAPIDS
CASABLANCA	REMINGTON
CASBAH	RIVER FOREST
CHAPPELWAITE	ROSANNA
CHATEAU	SHANGHAI
CLARION	SIMSBURY
COACH	SQUALL
COLBY	SOMMER
DANUBE	TERRACE
DECATUR	VENICE
EUROTECH	VIERA
EXMORE	VIENNA
FORGE	

In accordance with the review of the proposed names by the Region of Peel Street Names Committee, and their subsequent approval, Mr. Taylor recommends:

2. Summary of Unfinished Business

3. 1985-86 Budget

4. 1985-86 Report

That John D. Rogers and Associates be advised that the following names have been reserved for their exclusive use in future developments:

ALEXIS	MARATHON
ALPINE	MARCO POLO
APACHE	MECCA
APPLE GATE	MULRONEY
ATHENA	PHANTOM
CALAIS	PLANTATION
CASABLANCA	RAPIDS
CHATEAU	REMINGTON
COACH	RIVER FOREST
COLBY	ROSANNA
DANUBE	SHANGHAI
EXMORE	SIMSBURY
FORGE	SQUALL
GOLDEN ISLES	VENICE
HIGH SPRINGS	VIENNA
LONGBOAT	

F.02.07

RECOMMEND ADOPTION

2. Report dated June 21, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of the cul-de-sac portion of Powderhorn Crescent, requesting that this section of the road be renamed POWDERHORN COURT. Mr. Taylor advises that the proposal is acceptable from a technical point of view, and that it is his understanding that the petition represents 100% of the residents who would be affected. He recommends:
- (a) That steps to be undertaken in accordance with The Municipal Act to change the name of that portion of Powderhorn Crescent lying north of Folkway Drive to POWDERHORN COURT.
 - (b) That the street be "double signed" for a period of 6 months from the date of the street name change.

F.02.07

RECOMMEND ADOPTION

20. Summary of Unfinished Business

A.G. ON 06.01

RECEIVED 1985

3. Report dated June 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of portions of FOWLER DRIVE (Request for Report 38-85). Mr. Taylor advises that Fowler Drive was identified in his report dated July 31, 1984, with respect to duplications of street names throughout the City, pursuant to which Councillor D. Culham was to arrange a meeting with ratepayers to review proposals to rename the portions of the road as follows:
- west of Fifth Line West to be renamed FOWLER LANE
 - between Fifth Line West and Erin Mills Parkway to be renamed FOWLER COURT
 - east of Erin Mills Parkway to remain unchanged.

Mr. Taylor advises that the Councillor has indicated that he has surveyed the residents and received a satisfactory response to the proposals, and recommends:

- (a) That the portion of Fowler Drive lying east of Erin Mills Parkway not be renamed at this time.
- (b) That the following portions of Fowler Drive be renamed as follows:
 - west of Fifth Line West to be renamed FOWLER LANE
 - between Fifth Line West and Erin Mills Parkway to be renamed FOWLER COURT.
- (c) That the streets be "double signed" for a period of 6 months from the date of the street name change.

F.02.07

RECOMMEND ADOPTION

4. Report dated June 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names for proposed plan of subdivision T-84037, Goldome Development Corporation (north-east corner of Eglinton Avenue and McLaughlin Road). Mr. Taylor advises that the following names have been submitted for use in the subject development:

HERITAGE HILLS BOULEVARD (extension of a previously approved name)
SNOWBIRD DRIVE
EVERTON DRIVE
HERONDALE DRIVE
SILVERTHORNE CRESCENT
BRENCHLEY CRESCENT
HOLMEADOW DRIVE
HOLIMOUNT DRIVE
SHEARSBY DRIVE
GRAYDON COURT
HICKS COURT.

20. Summary of Information Received
A.03.04.06.08
RECOMMENDATION 4/2/85

The Region of Peel Street Names Committee approved the following names at its meeting on May 29, 1985:

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE*
GRAYDON COURT
HICKS COURT.

* The submitted name of HOLIMOUNT is not acceptable; however, if revised to HOLLYMOUNT, the name is acceptable.

The remaining names were not approved due to duplication, pronunciation or spelling difficulties.

Mr. Taylor recommends:

That G. E. Hanson and Associates Ltd. be advised that the following names are approved for use for proposed plan of subdivision T-84037, Goldome Development Corporation (north-east corner of Eglinton Avenue and McLaughlin Road):

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE
GRAYDON COURT
HICKS COURT.

F.02.07, T-84037

RECOMMEND ADOPTION

5. Report dated June 25, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a petition from the residents of Talka Subdivision, Plan M-209. Mr. Taylor advises that the Public Works Committee at its meeting of February 21, 1985, considered a report dated February 15, 1985, from the Commissioner concerning a petition from the residents of the Talka Subdivision for long term on-street parking. The matter was deferred at the request of the Ward Representative, Councillor M. Marland, until a site review of the area could be made. The original report was subsequently pulled as a result of the on site review.

He advises that a review of the area was carried out by Councillor Marland and the Commissioner of Engineering & Works and it was determined that, notwithstanding the general provisions of 2 parking spaces/unit, there was a need to permit long term on-street parking at least on a trial basis for one year.

20. Summary of Unfinished Business

A.03.04.05.07

RECEIVED RECEIPT

Mr. Taylor proposes an area where long term parking (72 hour time limit) could be permitted, ie only areas on one side of the wider (32 foot) road are suggested at this time. This will provide approximately 61 on-street parking spaces. The opposite side of the roads should be prohibited to parking at anytime to maintain traffic flow and for maintenance purposes. He recommends:

- (a) That long term parking (72 hour time limit) be permitted on the following roads for a trial one-year period:
 - i) The east side of the east leg and the north side of the north leg and west side of the west leg of Kos Boulevard between a point 15 metres (50 feet) north of the north limit of Andros Boulevard (east intersection) and a point 15 metres (50 feet) north of the north limit of Andros Boulevard (west intersection).
 - ii) The south side of Andros Boulevard between a point 15 metres (50 feet) east of the east limit of Zante Crescent (west intersection) and a point 15 metres (50 feet) west of the west limit of Zante Crescent (east intersection).
 - iii) The south side of Andros Boulevard from a point 15 metres (50 feet) east of the east limit of Silver Birch Trail and the west limit of Kos Boulevard.
- (b) That parking be prohibited at all times on the west side of the east leg, the south side of the north leg and the east side of the west leg of Kos Boulevard.
- (c) That parking be prohibited at all times on the north side of Andros Boulevard between Kos Boulevard (west intersection) and Kos Boulevard (east intersection).
- (d) That parking be prohibited at all times on the south side of Andros Boulevard between Zante Crescent (east intersection) and Silver Birch Trail.
- (e) That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement the above long term on-street parking areas.
- (f) That the Engineering & Works Department be instructed to report back to Public Works Committee concerning their experience of long term trial parking within Talka subdivision in July 1986.

F.06.04.02

RECOMMEND ADOPTION

20. Summary of Unfinished Business

A.07.04.06.01

RECOMMEND RECEIPT

6. Report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 1986/91 Garbage Collection Contract. Mr. Taylor advises that the present garbage contract terminates on June 1, 1986, and that it is essential that tenders be called well in advance of the actual commencement date of the new contract in order to provide lead time for the successful contractor to purchase equipment.

He proposes the following tentative schedule:

- i) Proposed tender documents for review and approval by Public Works Committee on July 4, 1985.
- ii) Tender sale approximately August 15, 1985,
- iii) Bidders conference approximately August 30, 1985.
- iv) Tenders close approximately September 30, 1985.
- v) Contract bids evaluated October/November 1985.
- vi) Recommendation for award of contract to Council - December 15, 1985,
- vii) Contract commence date June 2, 1986.

The proposed tender documents are to be discussed in detail at Committee meeting. He notes that the tender documents include a complete proposal to be submitted by the tenderer for curbside collection of glass, cans and paper.

Mr. Taylor recommends:

- (a) That the report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting on July 4, 1985, with respect to the 1986/91 Garbage Collection Contract, be received.
- (b) That the proposed scheduling for the calling and awarding of tenders presented by the Commissioner of Engineering & Works to the Public Works Committee at its meeting on July 4, 1985, be approved

F.05.04.06

RECOMMEND ADOPTION

7. Report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a review of winter maintenance activities and service levels (Requests for Report 88-85, 89-85, 90-85, 91-85 and 92-85). Mr. Taylor discusses the various aspects of winter maintenance under:
- (a) snow plowing
 - (b) road sanding and salting
 - (c) clearing snow from sidewalks
 - (d) snowplowing of culs-de-sac
 - (e) windrows opposite driveways
 - (f) winter maintenance tendering and standards
 - (g) snow plowing, sanding and salting procedures
 - (h) educating the public regarding winter maintenance
 - (i) feasibility of passing a by-law placing the responsibility of sidewalk clearing on the abutting owner
 - (j) additional Works Department facilities
 - (k) signing of streets for snow removal.

He recommends:

- (a) That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
- (b) That the present level of service for snowplowing, road sanding and salting remain as is.
- (c) That the Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
- (d) That the Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
- (e) That additional front-end loaders be secured commencing in the 1985/1986 winter season to improve the level of service for culs-de-sac.
- (f) That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service.
- (g) That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway, which programme shall be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.
- (h) That the Works Department call a three-year contract for snowplowing, sanding and salting in order to ensure the availability of equipment.
- (i) That tenders for the winter maintenance equipment for 1985/1986 winter season be called immediately and reflect the conditions outlined in the report dated June 26, 1985 from the Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting on July 4, 1985.
- (j) That the Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.

20. Summary of Unfinished Business

A.C.D. 08.06.01

RECOMMEND RECEIPT

- (k) That the Information & Public Relations Section of the Clerk's Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering & Works Department.
- (l) That the Property Section of the Clerk's Department be authorized to lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District (The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.).
- (m) That a temporary sign be placed on the roadway 4 hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.
- (n) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

F.05.03.02

RECOMMEND ADOPTION

8. Summary of Unfinished Business

A.03.04.06.01

RECOMMEND RECEIPT

20. Summary of Unfinished Business

A.03.04.06.01

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

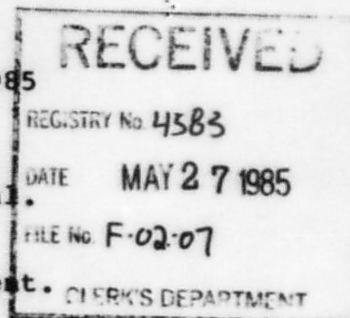
File: 12 111 00014
11 141 00039

1(a)

To Chairman and Members of the From W.P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works

P. W. DATE JUL 4 1985

May 23, 1985



SUBJECT: Proposed Street Names - General.

ORIGIN: Engineering and Works Department.

COMMENTS: John D. Rogers and Associates have submitted the following names for review and approval. It is proposed that these names will be reserved for future use by the applicant.

ALEXIS	GOLDEN ISLES
ALPINE	HIGH SPRINGS
ANKARA	HOMESTEAD
ANTOINETTE	LAUREL
APACHE	LONGBOAT
APPLE GATE	MARATHON
ARCTURUS	MARCO POLO
ATHENA	MECCA
ATLANTIS	MULRONEY
AUBURN	NAPLES
BERRENGER	PHANTOM
BURKE	PLANTATION
CALAIS	RAPIDS
CASABLANCA	REMINGTON
CASBAH	RIVER FOREST
CHAPPELWAITE	ROSANNA
CHATEAU	SHANGHAI
CLARION	SIMSBURY
COACH	SQUALL
COLBY	SOMMER
DANUBE	TERRACE
DECATUR	VENICE
EUROTECH	VIEIRA
EXMORE	VIENNA
FORGE	

... 2

Chairman and Members of the
Public Works Committee
May 23, 1985
Page 2

Subject:- Proposed Street Names - General

Comments:-cont'd

1(h)

These names have been reviewed by the Region of Peel Street Names Committee with the following meeting with the approval of that committee.

ALEXIS	MARATHON
ALPINE	MARCO POLO
APACHE	MECCA
APPLE GATE	MULRONEY
ATHENA	PHANTOM
CALAIS	PLANTATION
CASABLANCA	RAPIDS
CHATEAU	REMINGTON
COACH	RIVER FOREST
COLBY	ROSANNA
DANUBE	SHANGHAI
EXMORE	SIMSBURY
FORGE	SQUALL
GOLDEN ISLES	VENICE
HIGH SPRINGS	VIENNA
LONGBOAT	

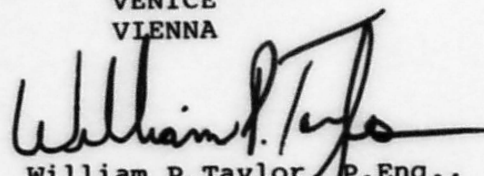
RECOMMENDATION:

1. That John D. Rogers and Associates be advised that the following names have been reserved for their exclusive use in future developments.

ALEXIS	MARATHON
ALPINE	MARCO POLO
APACHE	MECCA
APPLE GATE	MULRONEY
ATHENA	PHANTOM
CALAIS	PLANTATION
CASABLANCA	RAPIDS
CHATEAU	REMINGTON
COACH	RIVER FOREST
COLBY	ROSANNA
DANUBE	SHANGHAI
EXMORE	SIMSBURY
FORGE	SQUALL
GOLDEN ISLES	VENICE
HIGH SPRINGS	VIENNA
LONGBOAT	

PJD/st

c.c. Mr. K. Cowan


William P. Taylor P.Eng.,
Commissioner
Engineering and Works.



City of Mississauga

MEMORANDUM

Files: 12 111 00014
11 141 00039
REQUEST NO. 130-85

RECEIVED

2(a)

To: Chairman and Members of the 5583 From: W.P. Taylor, P. Eng.
Dept. Public Works Committee DATE JUN 24 1985 Dept. Engineering and Works

P. W. DATE JUL 4 1985 F.02.07
CLERK'S DEPARTMENT June 21, 1985

SUBJECT: Proposed renaming of a portion of POWDERHORN CRESCENT to POWDERHORN COURT.

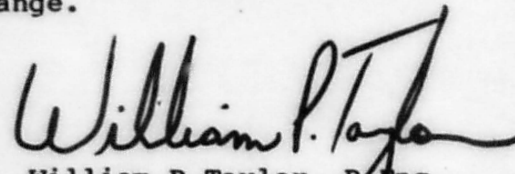
ORIGIN: Petition to Council from area residents.

COMMENTS: The residents of the cul-de-sac portion of POWDERHORN CRESCENT (shown on attached sketch) have by virtue of a petition dated May 15, 1985 requested that this portion of POWDERHORN CRESCENT be renamed POWDERHORN COURT. This petition was included on the Council agenda of May 27, 1985 at which time it was referred to this office for a report to Public Works Committee. This proposal is acceptable from a technical point of view and it is our understanding that the petition represents 100% of the affected residents. In this regard we offer the following recommendations.

RECOMMENDATIONS:

1. That all that portion of POWDERHORN CRESCENT lying north of Folkway Drive be renamed POWDERHORN COURT.
2. That the street be "double signed" for a period of 6 months from the date of the street name change.

PJD/st
C.C. Mr. K.A. Cowan
Councillor S. Mahoney


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

This is a detailed street map of a residential area in Mississauga, Ontario. The map is oriented with North at the top. Key features include:

- Streets:** Eglinton Avenue West runs vertically on the left. Highway 403 runs vertically in the center. Burnhamthorpe Road runs horizontally at the top. Other streets include Valley Road, Kemptown Drive, Sandown Drive, Park Drive, Field Road, Derwent Road, Folkway Drive, and Burbank Drive.
- Water Features:** The Credit River flows from the top left towards the center. Credit Creek is located in the lower left quadrant.
- Residential Developments:**
 - Phoenix Park:** Located in the lower left, featuring streets like Pimlico Ct., Sandown Drive, and Kemptown Drive.
 - Sandown Drive:** A residential street in the lower left.
 - Summit Court:** Located in the upper right, featuring streets like M-330, M-332, M-333, M-334, and M-335.
 - Pomerooy Cres.:** A specific lot is highlighted with a large '2' and labeled 'POMEROY CRES.' in the center-right area.
- Other Labels:** The map includes various lot numbers (e.g., 43M-548, 43M-549, 43M-550, 43M-547, 43M-541), street names (e.g., Pimlico Ct., Sandown Drive, Kemptown Drive, Field Road, Derwent Road, Folkway Drive, Burbank Drive), and area names (e.g., Ranges 4 and 5 N.D.S.).

PROPOSED RENAMING OF POWDERHORN CREEK

Z-31



City of Mississauga

MEMORANDUM

Files: 12 111 00014
11 141 00039

3(a)

To: Chairman and Members of the ⁵⁵⁸⁴
Public Works Committee
Dept. _{F.02.07}

From: W.P. Taylor, Commissioner
Dept. Engineering and Works

DATE JUN 24 1985

CLERK'S DEPARTMENT

June 4, 1985

SUBJECT: Renaming of a portion of FOWLER DRIVE.

ORIGIN: Councillor D.J. Culham.

P. W. DATE JUL 4 1985

COMMENTS:

FOWLER DRIVE currently exists as a discontinuous street with a portion lying east of Erin Mills Parkway (1 on attached sketch) and a portion lying west of Erin Mills Parkway (2 and 3 on attached sketch). This matter was originally identified in this departments report on all Street Name Duplications and Conflicts within the City. This matter was further addressed in our report to the Public Works meeting of January 17, 1984. Council at its meeting of February 11, 1985 adopted the recommendations of that report which are as follows.

- a) That the portion of FOWLER DRIVE lying west of Fifth Line West be renamed FOWLER LANE referred to as No. 2 on the sketch attached to the report dated December 3, 1984 from Mr. W.P. Taylor, Commissioner of Engineering and Works.
- b) That the portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway be renamed FOWLER COURT referred to as No. 3 on the sketch attached to the report dated December 3, 1984 from Mr. W.P. Taylor, Commissioner of Engineering and Works.
- c) That the name FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) remain as is at this time but be reviewed as to suitability at such time as the extension occurs.
- d) That the Ward Councillor, D. Culham, arrange a meeting with affected ratepayers to review these proposals and report back to the Public Works Committee.

3(h)
Chairman and Members of the
Public Works Committee
June 4, 1985
Page 2

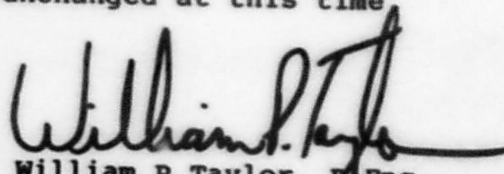
Subject: - Renaming a portion of Fowler Drive

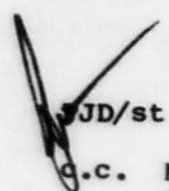
Comments: - Cont'd

In accordance with recommendation (d), Councillor D. Culham advises that he has surveyed the affected residents and that as he has received a satisfactory response to these proposals that the necessary By-laws be prepared. In this regard we offer the following recommendations.

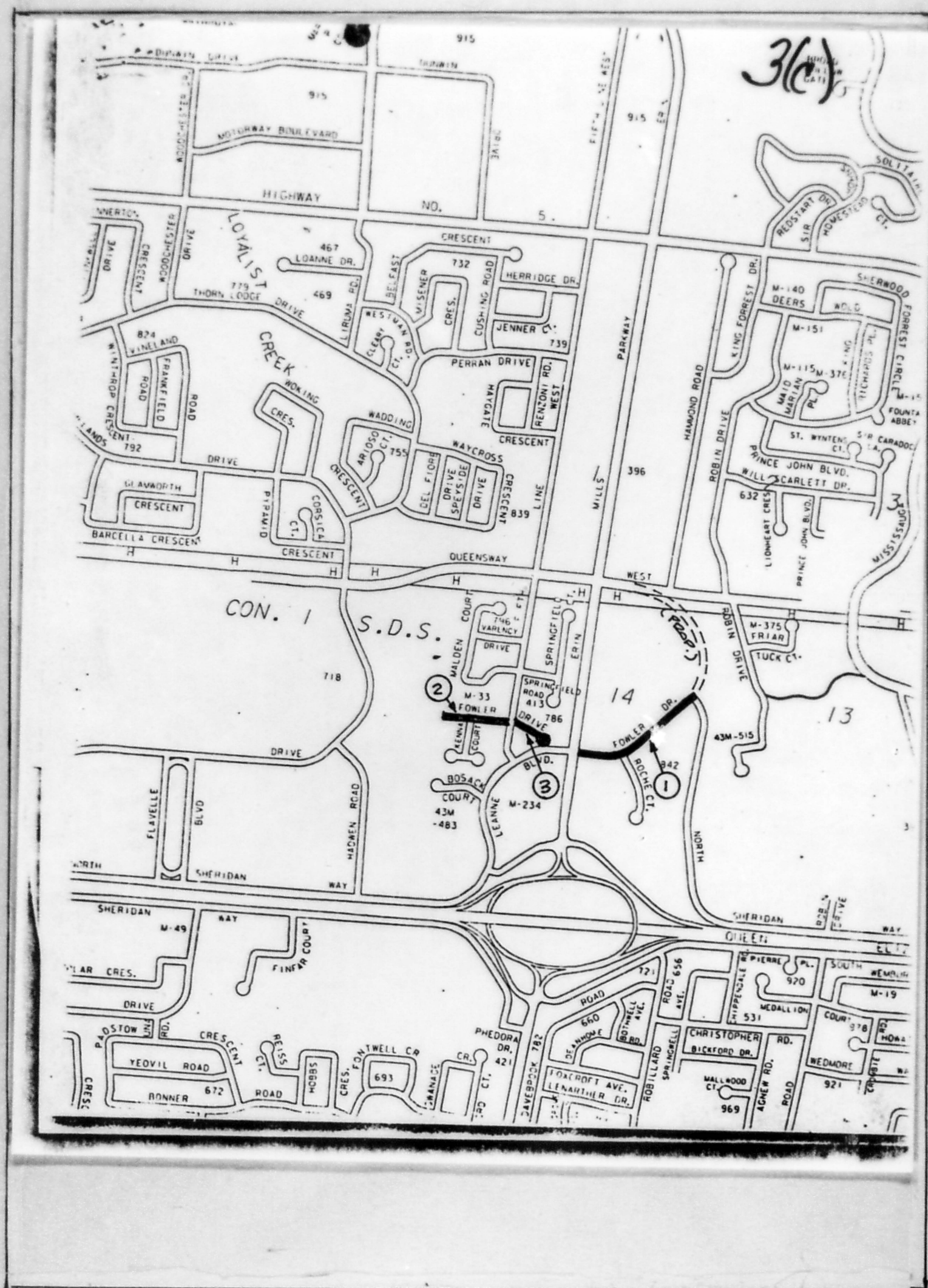
RECOMMENDATIONS:

1. That the necessary By-law be enacted to rename that portion of FOWLER DRIVE lying west of Fifth Line West to FOWLER LANE (2 on attached sketch)
2. That the street be "double signed" indicating both names for a period of six months after renaming occurs.
3. That the necessary By-law be enacted to rename that portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway to FOWLER COURT (3 on attached sketch).
4. That the street be "double signed" indicating both names for a period of six months after renaming occurs.
5. That the portion of FOWLER DRIVE lying east of Erin Mills Parkway (3 on attached sketch) remain unchanged at this time.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.


J.D./st

C.C. Mr. K.A. Cowan
Councillor D.J. Culham





City of Mississauga

MEMORANDUM

File: 12 111 00014
11 141 00039

RECEIVED

To: Chairman and Members of the 5585 From: W.P. Taylor, Commissioner
Dept. Public Works Committee DATE JUN 24 1985 Engineering and Works
DATE JUL 4 1985

FILE NO. T-84037
F.02.07

CLERK'S DEPARTMENT June 4, 1985

SUBJECT: Proposed Street Names - Goldome Development Corporation (T-84037).

ORIGIN: Engineering and Works Department.

COMMENTS: G.E. Hanson and Associates Ltd. have submitted the following names for use in the above noted development.

HERITAGE HILLS BOULEVARD - Extension of a previously approved name

SNOWBIRD DRIVE
EVERTON DRIVE
HERONDALE DRIVE
SILVERTHORNE CRESCENT
BRENCHLEY CRESCENT
HOLIMEADOW DRIVE
HOLIMOUNT DRIVE
SHEARSBY DRIVE
GRAYDON COURT
HICKS COURT

These names were reviewed by the Region of Peel Street Names Committee at its meeting of May 29, 1985 with the following names being approved.

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE *
GRAYDON COURT
HICKS COURT

* The submitted name of HOLIMOUNT is not acceptable. However, if revised to HOLLYMOUNT, the name is then acceptable to the Region of Peel Street Names Committee.

The remaining names submitted were not approved due to duplication, pronunciation or spelling difficulties.

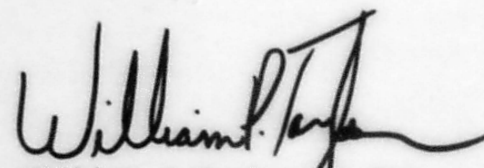
Chairman and Members of the
Public Works Committee
June 4, 1875
Page 2

4(h)

Subject:- Proposed street names
Goldome Development Corp.(T84037)

RECOMMENDATION: 1. That G.E. Hanson and Associates Ltd. be
advised that the following names are
approved for use in the Goldome
Development Corporation subdivision
(T-84037&).

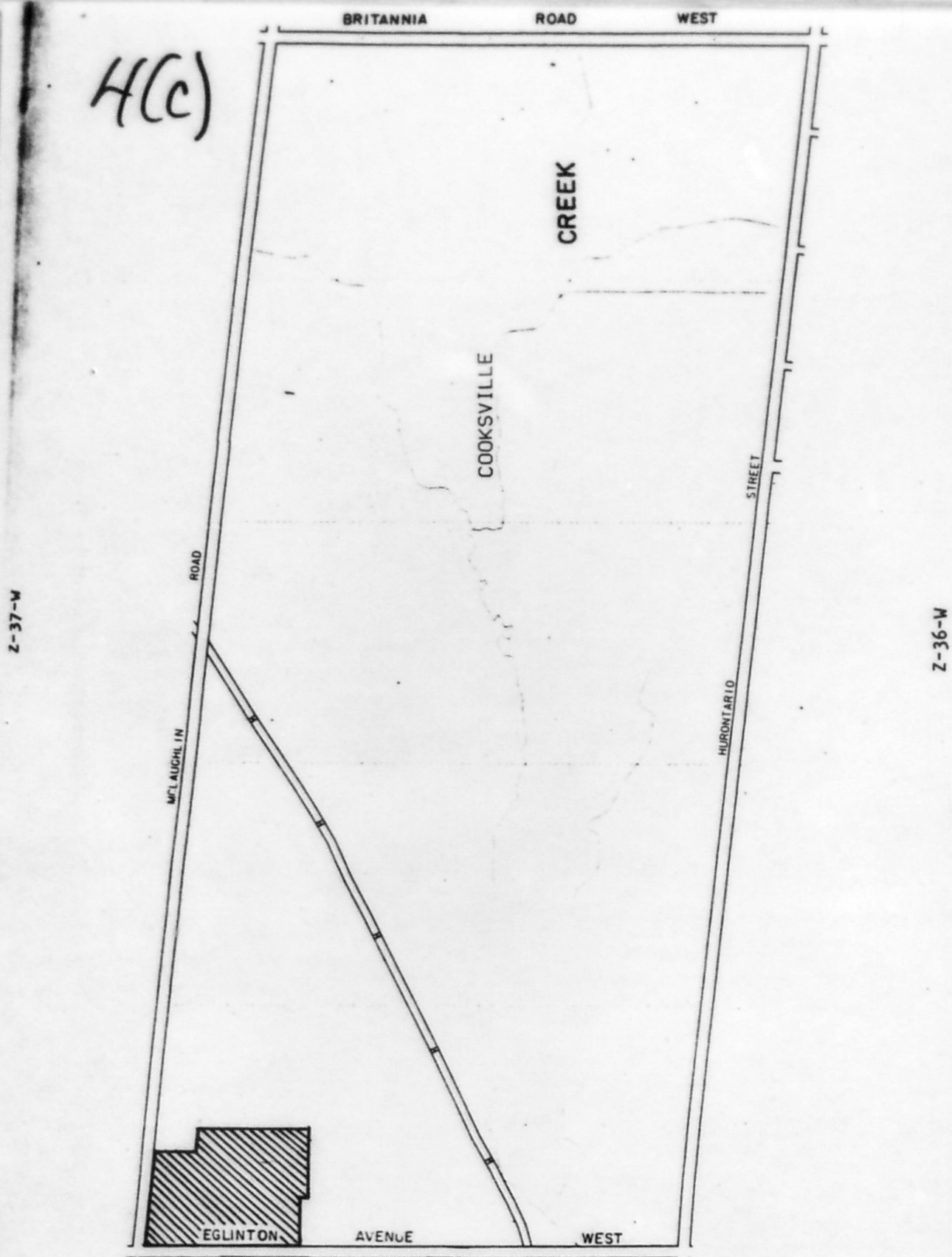
HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE
GRAYDON COURT
HICKS COURT


William P. Taylor P.Eng.,
Commissioner,
Engineering and Works.

JD/st

c.c. Mr. K.A. Cowan
Councillor T. Southorn

H(c)



Z-29

Z-37-E

GOLDOME DEV. CORP. T-84037



City of Mississauga

MEMORANDUM

FILE: 11 141 00039
11 161 00011
13 211 00003

5(a)

To: Mayor and Members of
Public Works Committee.
Dept. _____

From: W.P. Taylor,
Engineering and Works Dept.
Dept. _____

JUL 4 1985

P. W. DATE _____

June 25, 1985.

SUBJECT: Parking - Talka Subdivision.

SOURCE: Petition from residents.

COMMENTS: The Public Works Committee at its meeting of February 21, 1985 considered the report of the Commissioner of Engineering and Works dated February 15, 1985 concerning a petition from the residents of the Talka Subdivision for long term on-street parking. The Committee, at the request of the Ward Councillor, deferred this matter until a site review of the area could be made. The original report was subsequently pulled as a result of the on site review.

A review of the area was carried out by the Ward Councillor and the Commissioner of Engineering and Works and it was determined that, notwithstanding the general provisions of two parking spaces per unit, there was a need to permit long term on-street parking at least on a trial basis for one-year.

The Engineering and Works Department has prepared the attached plan showing the areas where long term parking (72 hour time limit) could be permitted. Only areas on one side of the wider (32 foot) road are suggested at this time. This will provide approximately 61 on-street parking spaces. The opposite side of the roads should be prohibited to parking at anytime to maintain traffic flow and for maintenance purposes.

RECOMMENDATIONS: 1. That long term (72 hour time limit) be permitted on the following roads for a trial one-year period.

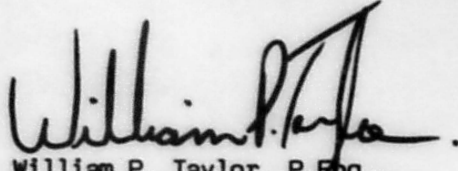
- (a) The east side of the east leg and the north side of the north leg and west side of the west leg of Kos Boulevard between a point 15 metres (50 feet) north of the north limit of Andros Boulevard (east intersection) and a point 15 metres (50 feet) north of the north limit of Andros Boulevard (west intersection).

...2

5(u)

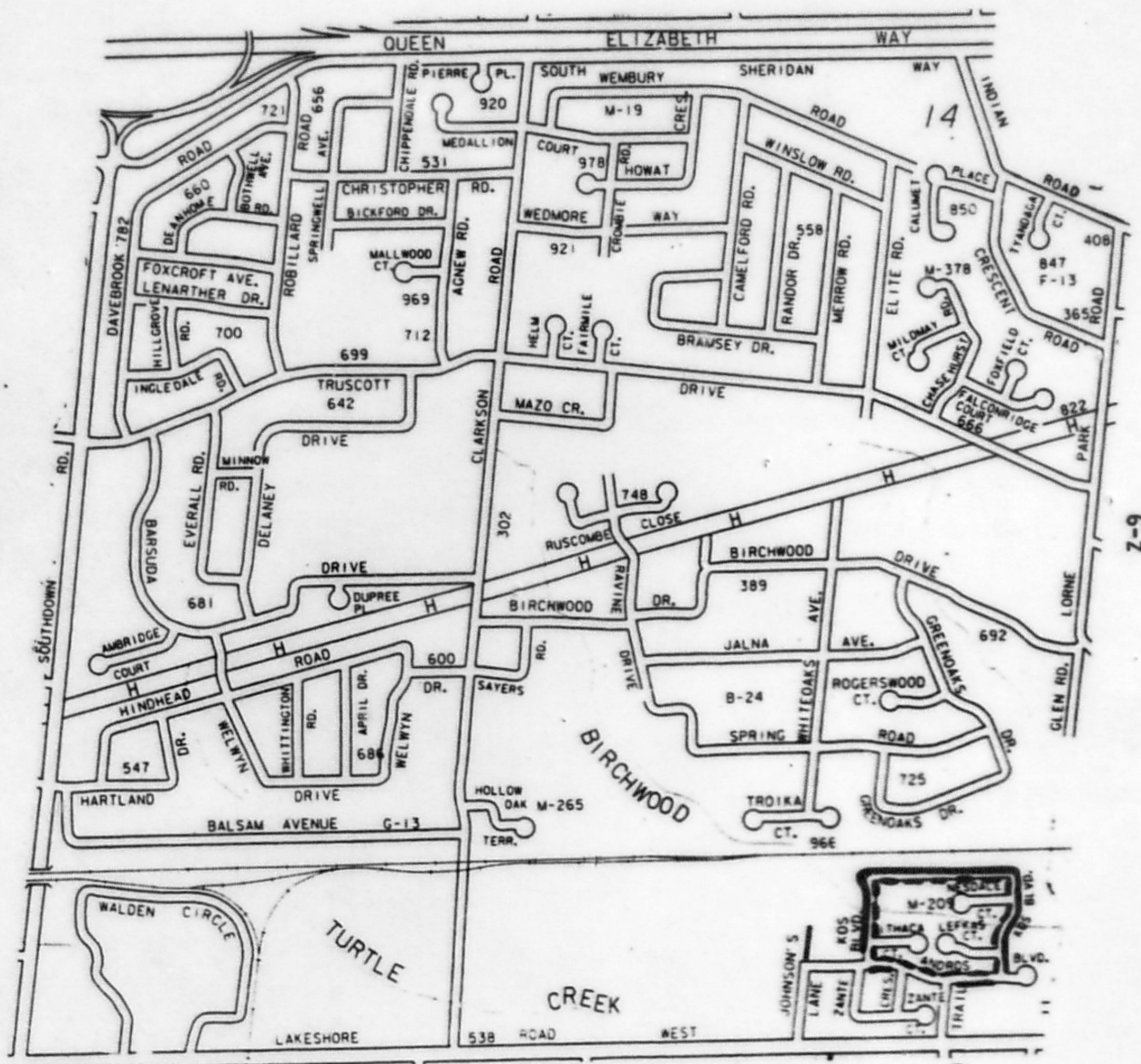
- 2 -

- (b) The south side of Andros Boulevard between a point 15 metres (50 feet) east of the east limit of Zante Crescent (west intersection) and a point 15 metres (50 feet) west of the west limit of Zante Crescent (east intersection).
 - (c) The south side of Andros Boulevard from a point 15 metres (50 feet) east of the east limit of Silver Birch Trail and the west limit of Kos Boulevard.
2. That parking be prohibited at all times on the west side of the east leg, the south side of the north leg and the east side of the west leg of Kos Boulevard.
 3. That parking be prohibited at all times on the north side of Andros Boulevard between Kos Boulevard (west intersection) and Kos Boulevard (east intersection).
 4. That parking be prohibited at all times on the south side of Andros Boulevard between Zante Crescent (east intersection) and Silver Birch Trail.
 5. That the attached by-law be enacted to amend By-Law No. 444-79, as amended, to implement the above long term on-street parking areas.
 6. That the Engineering and Works Department be instructed to report back to Public Works Committee concerning their experience of long term trial parking within Talka subdivision in July 1986.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Dept.


c.c. City Manager.

5(c)



— LONG TERM PARKING AREAS
 - - - NO PARKING ANYTIME

Z-3

Z-10



6(a)

City of Mississauga

MEMORANDUM

Our file : 15 111 00010
11 141 00039

To Chairman and Members of
Public Works Committee
Dept. _____

From W. P. Taylor, P. Eng.,
Dept. Engineering & Works Dept.

P. W. DATE JUL 4 1985

June 26, 1985

SUBJECT: Garbage Collection Contract - 1986/1991

ORIGIN: Engineering and Works Department

COMMENTS: The present garbage contract terminates on June 1, 1986. It is essential that tenders be called well in advance of the actual commencement date of the new contract in order to provide lead time for the successful contractor to purchase equipment. In this connection, we propose the following tentative schedule:

- i) Proposed tender documents for review and approval by Public Works Committee on July 4, 1985.
- ii) Tender sale approximately August 15, 1985,
- iii) Bidders conference approximately August 30, 1985.
- iv) Tenders close approximately September 30, 1985.
- v) Contract bids evaluated October/November 1985.
- vi) Recommendation for award of contract to Council - December 15, 1985,
- vii) Contract commence date June 2, 1986.

The proposed tender documents will be discussed in detail at Committee.

It should be noted that the tender documents include a complete proposal to be submitted by the tenderer for curbside collection of glass, cans and paper.

..... continued

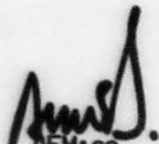
Page 2....

6(h)

To : Chairman and Members of
Public Works Committee

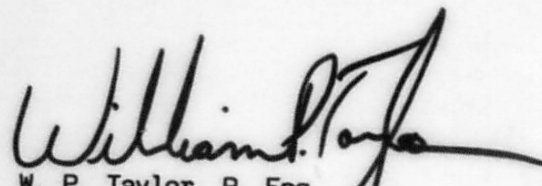
June 26, 1985

- RECOMMENDATION:
1. That the report dated June 26, 1985 from the Commissioner of Engineering & Works regarding the Garbage Collection Contract for 1986 - 1991 be received,
 2. That the proposed scheduling for the calling and awarding of tenders be approved.


AEM:sa
333E/22E

Attch. - Garbage Contract

cc : City Manager's Office


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.



7(a)

City of Mississauga

MEMORANDUM

Our file : 12 111 00001
11 141 00039

To: Chairman and Members of
Public Works Committee

From: W. P. Taylor, P. Eng.,
Dept. Engineering & Works Dept.

P. W. DATE JUL 4 1985

June 26, 1985

REQUEST FOR REPORT NOS: 88-85/ 89-85/ 90-85/ 91-85 and 92-85.
SUBJECT: Review of Winter Maintenance Activities/Service Levels.
ORIGIN: Engineering & Works Department

COMMENTS: As Committee is aware, much discussion has been undertaken within the past few months regarding our winter maintenance activities. We have been requested to report on various items concerning this matter. For clarification purposes, we will discuss the various aspects of winter maintenance under separate headings.

1. SNOW PLOWING

The present City policy with respect to road snow plowing provides that all priority routes including arterials, major collectors and collectors are plowed first. After they are open to traffic in a reasonable fashion, the internal (secondary) roads within a subdivision are then plowed.

The present system is designed to allow all roads to be passable within a 24 hour period for a substantial snowfall (4"+). For a very heavy snowfall (in excess of 6"), this time frame could be extended upto 48 hours. Other uncontrollable factors which affect the time schedules are temperature, humidity, type of snow, etc. Another controlling factor is the number of parked vehicles hampering the progress by blocking access to the plowing operations. Attached are pictures showing typical parking on residential streets (EXHIBIT I).

We would recommend that where parked vehicles hamper or block access to a street, the By-law Section of the Building Department give their full co-operation in a snow storm and concentrate on towing away vehicles that impede plowing operations.

As far as road plowing in general is concerned, we are of the opinion that the present level of service is reasonable however, every attempt will be made to improve the efficiency of the operation, both from an operating and supervision standpoint.

..... continued

Page 2....

To : Chairman and Members of
Public Works Committee

June 26, 1985

7(h)

2. Road Sanding and Salting

The level of service provided by the Corporation is that all arterials, major collectors and collectors receive the initial service and are treated with sand and/or salt depending on the temperature conditions. Internal subdivision roads only receive a sand/salt mixture (7:1). At intersections, steep grades and school zones, other than in the event of a severe ice storm, internal subdivision roads are not salted due to economics as well as environmental impact. There is really no reason for local residential streets to receive bare pavement treatment and since the arterial and collectors are now bare pavement service, we are of the opinion that there is no reason to expand the sanding and salting operations. For this reason we do not recommend any increase in the level of service for sanding and salting due to the high costs together with the environmental considerations.

3. Clearing Snow from Sidewalks

The present policy, as Committee is aware, is to plow and sand sidewalks on major arterial roadways, major collectors, sidewalks in front of senior citizen's complex and specific residential locations where there is a high volume of pedestrian use such as hospitals, schools, etc. The remainder of the sidewalks are not plowed at all. Each year, the Public Works Committee reviews the priority list and decides on any additions which are required over the previous year. The above policy covers approximately 40% of the walks in the entire City. It has been the practice of the Engineering and Works Department to contract a portion of this work out on an annual basis with the remainder being done by City forces. We have looked at this operation carefully and feel that it might be beneficial to undertake more sidewalk plowing by the City and less by the contractor and make a corresponding reverse change in the road plowing, salting and sanding.

In this way, the work can be carried out sooner in that some of the City forces would go directly on to sidewalk plowing and not wait until the road plowing is completed.

In 1984, we purchased an articulated sidewalk snow plow tractor which is adaptable for plowing as well as grass cutting. This proved to be one of the few machines that was able to move a substantial amount of heavy snow during last winter and we feel that if we are going to remain in the snow plowing of sidewalks, the existing fleet of sidewalk plowing equipment should be upgraded, depending upon the availability of funds in the vehicle replacement budget.

..... continued

7(c)
Page 3....

To : Chairman and Members of
Public Works Committee

June 26, 1985

We are also being subjected to ever increasing acres of boulevard mowing and there is no question that equipment capable of undertaking both tasks, (not withstanding that initial costs may be higher), are the best buys in the long run. We also recommend that the existing fleet not be upgraded in a one year period, but that a continuing programme over a 3-4 year period be implemented.

There are also numerous problems in sidewalk plowing such as parked cars in driveways either very close to or encroaching on the sidewalk and also the construction of curbs, fences and ornamental walls by residents which create obstructions to the snowplowing equipment as well as a hazard to the operators.

Attached are pictures showing typical curbs built by residents which are easily damaged by the snowplowing equipment (EXHIBIT 2). We can only suggest that by-law enforcement give total co-operation to the Works Department during winter storms in order to assist us in taking action in this regard.

4. SNOWPLOWING OF CULS-DE-SAC

The present practice is to plow snow in the usual manner with the initial pass to make the street passable and then follow-up as soon as possible with front-end loaders to clear the bulb area. The snow within the court is stock-piled in the centre of the bulb if room permits and on any available boulevard in front of the houses either around the court or at the entrance to the bulb. There has been an increase in the past few years of reduced frontages, a considerable number of which have double driveways and therefore far less frontage boulevard area is available thus reducing storage space considerably. Storage space required obviously depend on the amount of snowfall and the number of freeze/thaw cycles experienced during the winter. Probably culs-de-sac are the main source of residents' complaints during the winter season. Some of the typical examples are as follows:

- i) the stockpiling of snow in the centre of the court makes it difficult to manoeuvre vehicles.
- ii) if there is some kind of an island on the court, we are usually accused of damaging the shrubs or killing the grass.
- iii) the stockpiling of snow attracts children as a play area causing a dangerous situation.
- iv) the stockpiling of snow on the boulevard along the entrance roadway is disliked by the residents fronting thereon. They feel that the snow should be hauled away. Hauling of snow is extremely expensive and should be restricted only to business areas such as Port Credit, Malton, Clarkson, Streetsville, etc.

..... continued

Page 4...

To : Chairman and Members of
Public Works Committee

June 26, 1985

7(d)

It should also be pointed out that as more and more new development comes on stream, it appears that more and more culs-de-sac are created and therefore, the problem is certainly not going to decrease. In conclusion, we are of the opinion that additional front-end loaders are required to provide for a satisfactory level of service for culs-de-sac.

We are also attaching photographs of a typical cul-de-sac situations (EXHIBIT 3).

6. WINDROWS OPPOSITE DRIVEWAYS

We were requested to review North York's experience with respect to removing windrows from driveways in conjunction with our snowplowing operations. North York have used a device known as 'SNO-RID' which when lowered becomes an extension to the moldboard which can be used to reach into a driveway and push the windrow onto the boulevard. Two graders are required to be operated in tandem. The lead grader is equipped with a wing and plows the road filling in the driveway in the usual manner. The second grader is equipped with a SNO-RID which moves the snow from the driveways to the boulevard. A copy of the brochure on 'SNO-RID' is also attached for Committee's review (EXHIBIT IV). The attachment costs approximately \$4,000.00 and the cost of operation is approximately double as two snow plows are required instead of one. At the present time, our road snow plowing budget is in the area of \$800,000.00 and therefore this would be the magnitude of the additional costs involved.

Also, every year, we have extreme difficulty trying to allocate M.T.C. Subsidy available and the more we spend on winter maintenance, the less there is available for reconstruction and expansion of our road system. North York have also used snow blowers, however, we are of the opinion that these are not practical; as it necessitates the blowing of snow onto private property. These machines are somewhat suspect in terms of safety and they are very slow in relation to graders and plows. We would also point out that our yearly requirements for road snow plowing are approximately 80 plows and each year when we tender for this equipment, we barely obtain sufficient numbers to carry out the operations. To undertake additional activity without additional available equipment would seem not practical or sensible and the addition of City owned equipment which really can only be used for 4/5 months of the year is not warranted from a capital cost or operating standpoint.

We are therefore of the opinion that the City should not increase the level of service to provide removal of windrows at driveways especially having regard for winter conditions that this area historically experiences on the average winter season.

..... continued

7(e)
Page 5...

To : Chairman and Members of
Public Works Committee

June 26, 1985

Included in this subject is a request from Councillor Kennedy asking us to review a suggestion that was made by Mrs. Lawson of 1306 Lakebreeze Drive in a letter dated March 9th, 1985, copy of the letter is attached (EXHIBIT V).

The suggestion is that the City erect wheelchair signs at driveways of premises of wheelchair users and when the plow operator approaches such a driveway, he would then take time out to remove the windrow. We feel that this suggestion has merit not withstanding the fact that it has some technical problems such as i) parked cars adjacent to driveways which would preclude the manoeuvring of the equipment, ii) at night time, it is probably not feasible to expect the operator to see the sign in all cases.

However, in general, we feel that this would be a worthwhile experiment to undertake during the 1985-1986 winter season for all driveways where the owner or occupant is a wheelchair user.

7. WINTER MAINTENANCE TENDERING AND STANDARDS.

The tender documents for road plowing, sanding and salting call for a standby rate which is stipulated by the City and an operational rate which is tendered by the contractor. With the ever increasing road system occurring in a developing City, the availability of equipment is becoming more and more scarce and we would recommend that a three year contract be called as early as possible both for snowplowing as well as sanding and salting.

Standby rate paid to the contractors must be fair and reasonable in order to ensure that their fixed costs are recovered and must be adjusted each year to reflect inflationary trends. Tender documents must clearly spell out the conditions and requirements expected by the Corporation and failure by any contractor to produce in accordance with the contract, must be counteracted by substantial monetary penalties. Also, in the event a contractor fails to produce in a continuous manner, his services must be terminated immediately. We would recommend that tenders for the winter maintenance equipment for the 1985/1986 winter season be called immediately and reflect the foregoing conditions.

8. SNOW FLOWING, SANDING AND SALTING PROCEDURES

An excellent suggestion came out of Public Works Committee to the effect that a seminar be held with the contractor's operators and City Staff prior to commencement of the winter season. It has been a practice of the Engineering Department to provide maps for each area outlining the contractor's route.

..... continued

Page 6...

To : Chairman and Members of
Public Works Committee

June 26, 1985

7(8)

Sometime in November this year, we will undertake a series of seminars in each district yard, to educate operators of the standards and workmanship expected and the problems and hazards associated with winter operations. This seminar will also cover the level of service expected by the operators. We will also include this requirement as a condition in the tender documents.

8. EDUCATING THE PUBLIC REGARDING WINTER MAINTENANCE

We would suggest that our Public Affairs Department be instructed to produce an information pamphlet to be distributed to the residents in an acceptable form. Such a brochure would explain level of service, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. etc. and requesting the co-operation of the residents.

9. FEASIBILITY OF PASSING A BY-LAW PLACING THE RESPONSIBILITY OF SIDEWALK CLEARING ON THE ABUTTING OWNER

This matter was addressed to Public Works Committee in a report dated February 20, 1985 and was referred to this meeting for discussion. A copy of this report is attached (EXHIBIT 6).

10. ADDITIONAL WORKS FACILITIES

Development in the north-west area of the City has seen a considerable increase in street and sidewalk mileage during the past decade and we have been utilizing the Streetsville Works Yard on William Street as a Satellite yard to service the west end of the Northern District.

We would recommend leasing a small wedge shaped property owned by Marathon Realty adjacent to the Works Yard to stockpile salt and sand during the winter period. The leasing of this additional property will only meet our needs for a two to three year period and we should be looking for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District. The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.

In this regard, we would therefore recommend that the Property Section of the Clerks Department be authorized to enter into a lease agreement for the property owned by Marathon Realty adjacent to the Streetsville Yard for an approximate three year term and that they investigate and recommend a suitable property in the Meadowvale area for a future satellite Works Yard of approximately 4 acres in size.

..... continued

Page 7...

7(g)

To : Chairman and Members of
Public Works Committee

June 26, 1985

11. SIGNING OF STREETS FOR SNOW REMOVAL

After heavy snowfalls and depending upon what time of the year is involved, we have to undertake snow removal operations at various locations of the City. Typical locations are Queen Street in Streetsville, Lakeshore Road through Clarkson and Port Credit, Dundas Street through Cooksville, etc. These works are usually undertaken at night commencing around 9.00 p.m. and finishing around 7.00 a.m. the following morning, Monday through Saturday, and all day Sunday, depending upon the timing. One of the major obstructions to this operation is the parked vehicles in the business section on the roadway which require to be towed away.

We are suggesting that a temporary sign be placed on the roadway four hours prior to the work commencing in order to notify the car driver and residents in the area that snow removal operations will be commencing. The sign will be as shown on the attached drawing (EXHIBIT 7) and the by-law section of the Building Department will be notified at the same time in order that they can gear up for the towing operations.

Further, the Traffic By-law will be revised to implement this change for snow removal operations with a view to increasing the efficiency of the work. A list of the streets which we are proposing at this time is also attached together with the proposed sign.

RECOMMENDATIONS:

1. That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
2. That the present level of service for snowplowing, road sanding and salting remain as is.
3. That the Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
4. That the Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
5. That additional front-end loaders be secured commencing in the 1985/1986 winter season to improve the level of service for culs-de-sac.

..... continued

Page 8...

To : Chairman and Members of
Public Works Committee

June 26, 1985

7(h)

RECOMMENDATIONS (cont):

6. That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service,
7. That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway. Further, the programme be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.
8. That the Works Department call a three-year contracts for snowplowing, sanding and salting in order to ensure the availability of equipment.
9. That tenders for the winter maintenance equipment for 1985/1986 winter season be called immediately and reflect the conditions outlined earlier in the report dated June 26, 1985 from the Commissioner of Engineering and Works.
10. That the Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.
11. That the Public Affair Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering and Works Department.
12. That the Property Department lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District. The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.
13. That a temporary sign be placed on the roadway four hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.

..... continued

1101

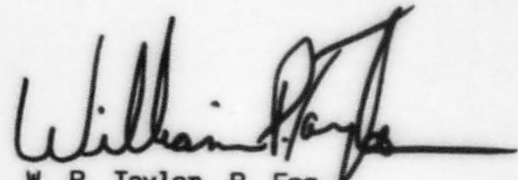
Page 9...

To : Chairman and Members of
Public Works Committee

June 26, 1985

RECOMMENDATIONS (cont):

14. That a by-law be enacted to amend By-law 444-79 as amended to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

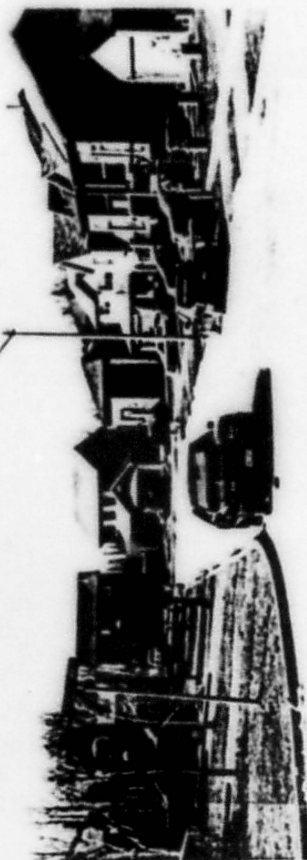

W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

AEM:sa
333E:22E

cc : City Manager's Office.

THE PLOW OPERATORS FIND IT EXTREMELY DIFFICULT TO PLOW
AREAS WHERE CARS ARE PARKED VIRTUALLY "BLOCKING THE
ACCESS TO THE STREET. DURING WINTER PERIODS THE CARS
ARE PARKED FURTHER AWAY FROM THE CURB THAN IS SHOWN
DURING THE SPRING PERIODS

(1j)



7(k)

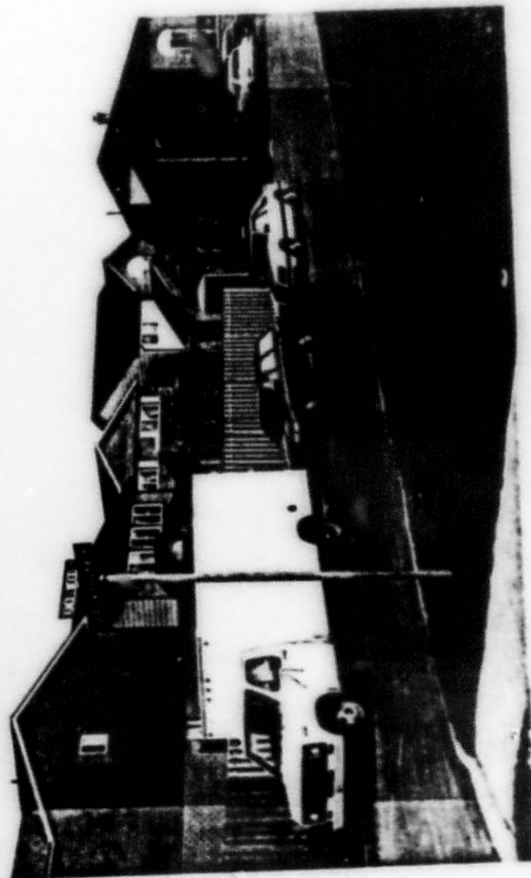
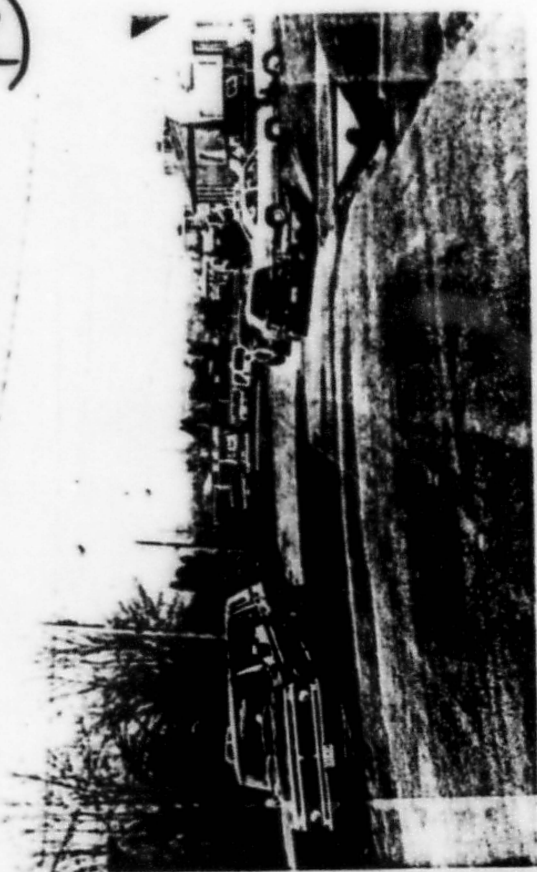
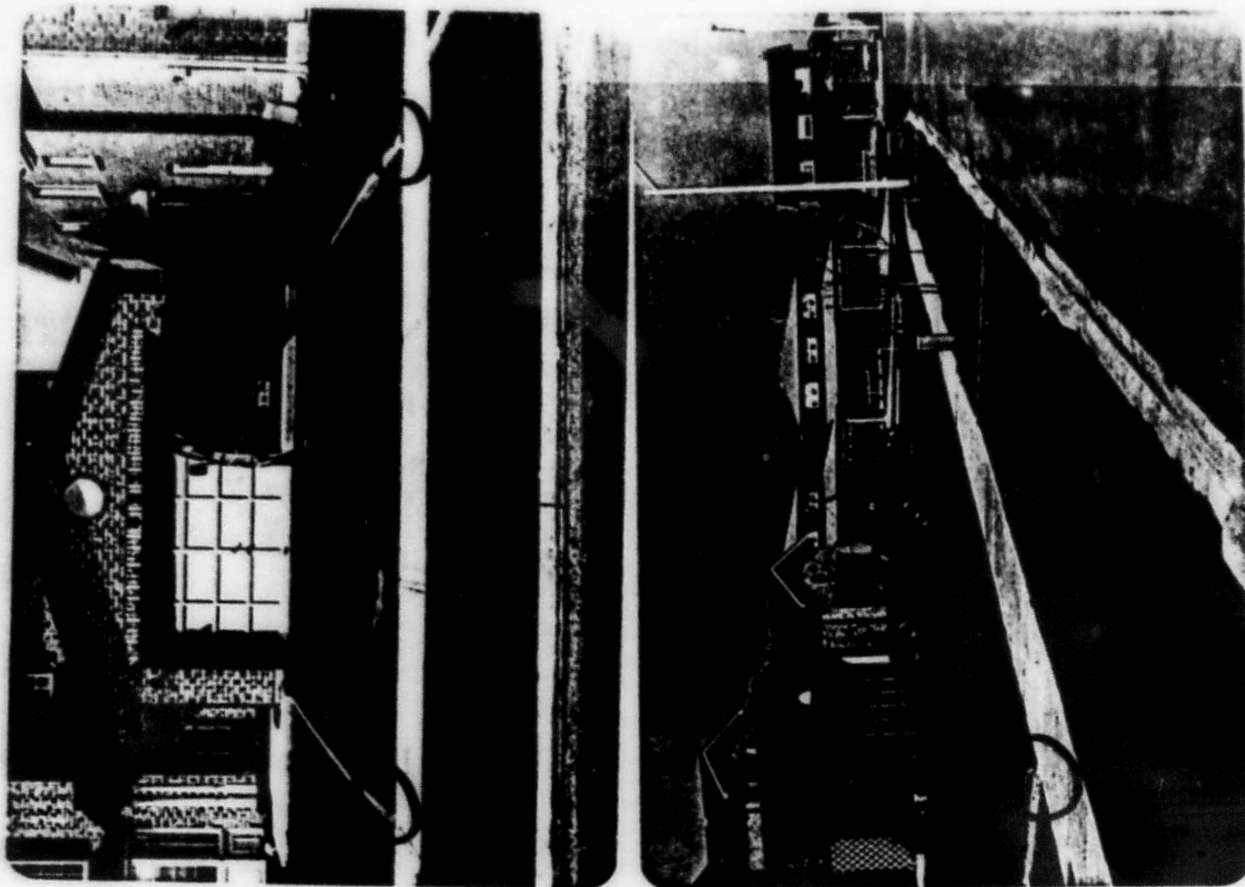


EXHIBIT 2

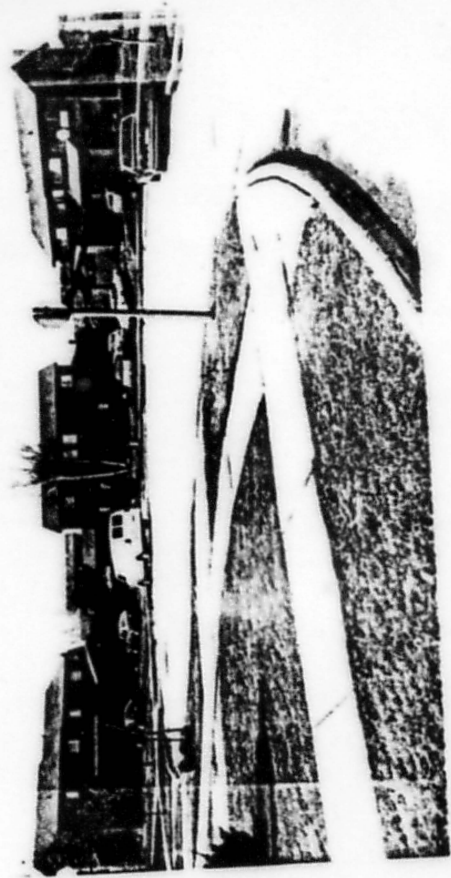
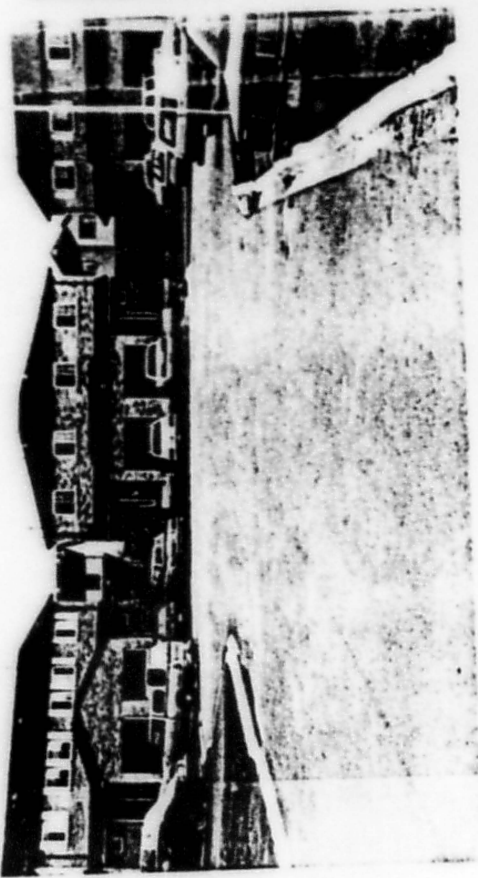
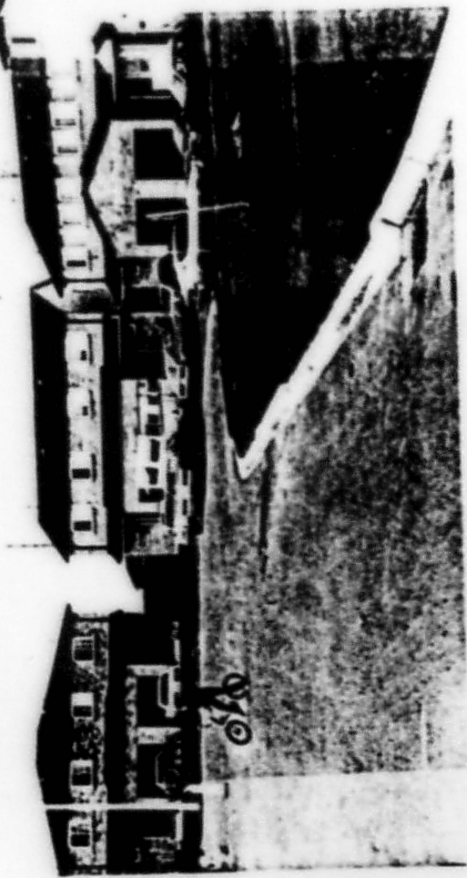
7(1)

WE HAVE ILLUSTRATED WITH PHOTOGRAPHS THE TYPE
OF CURBS THAT ARE HAZARDOUS TO SNOW
FLOWING OPERATIONS



PARKING PROBLEMS EXPERIENCED IN CULS-DE SAC

76m2



Sno-Rid

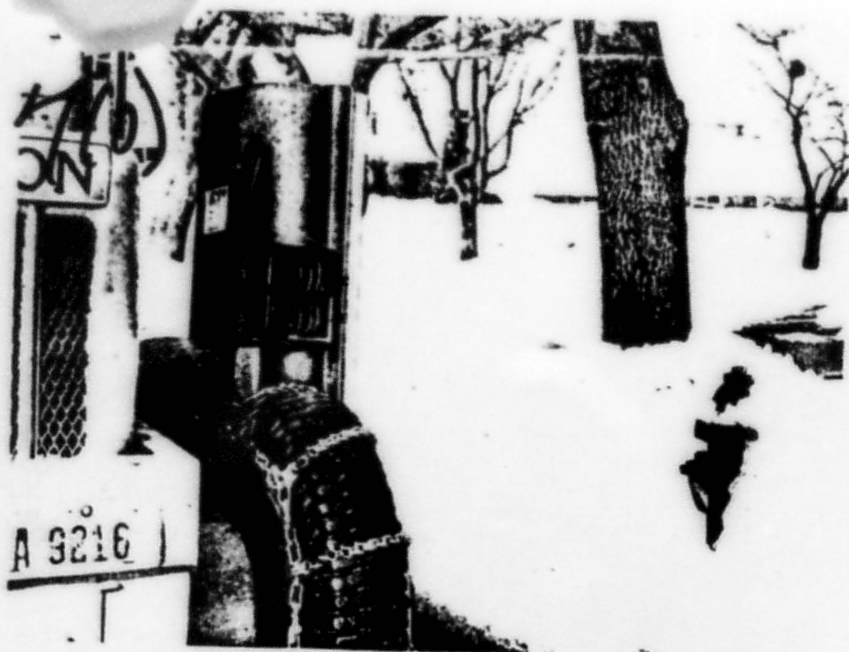
THE HYDRAULIC SCRAPING ATTACHMENT
THAT CLEANS AS YOU PLOW



**INTERSECTIONS
APPROACHES TO
DRIVEWAYS
CROSSWALKS
ALLEYS
FIRE HYDRANTS
ETC. ETC. ETC.**

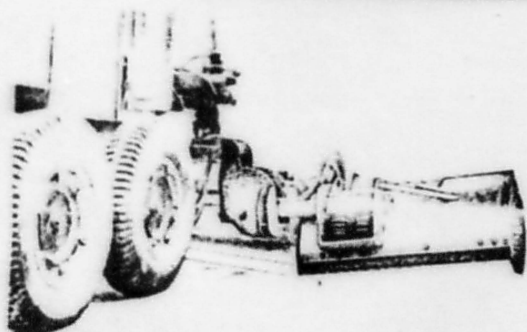
**ELIMINATES
THOSE
SNOW
RIDGES
ORDINARY
PLOWS
LEAVE
IN:**

Manufactured by
NEWMARKET SUPPLY COMPANY
NEWMARKET, ONTARIO
CANADA



Sno-Rid

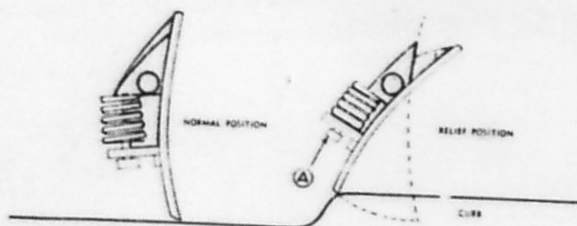
RAISES VERTICALLY —
to miss poles, trees, signs, etc.



SPRING LOADED

(ADJUSTABLE)

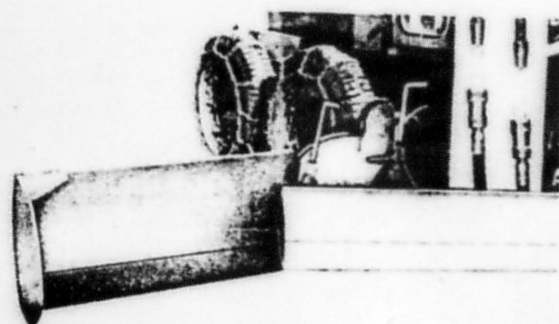
Scraper is Spring Loaded to compensate for curbs and unseen obstructions.



AUTOMATIC RESET

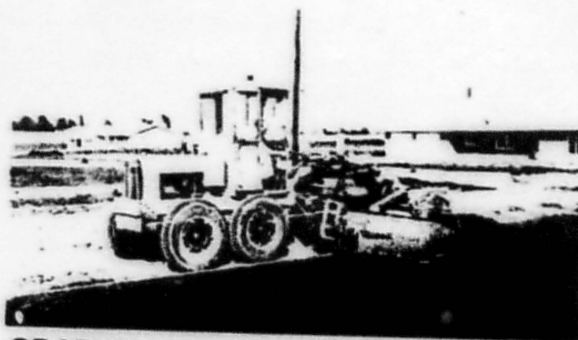
Scraper Blade automatically Snaps into Proper Position after striking unseen obstruction. Adjustment screw "A" provides proper scraping tension.

Made in Canada by
NEWMARKET SUPPLY COMPANY
NEWMARKET, ONTARIO CANADA



EZ-SCRAPER MOUNT

Attached into position in minutes by two pins and two hydraulic couplers.



GRADING AND BACK FILLING

Eliminate! Heavy machinery on soft lawns while back filling behind curbs.

SOLD BY

Sno-Rid

INSTALLATION
INSTRUCTIONS

CODE 231

7(p)

1. Place the maintainer on level floor. **THIS IS VERY IMPORTANT AND IS A MUST.**
2. Swing the right hand end of the maintainer moldboard to operating position.
3. Position or shift the maintainer moldboard so that the snow discharge will be at least 18" beyond the maintainer tires.
4. Rest the maintainer moldboard on the floor.
5. Rotate the cutting angle of the maintainer moldboard from dirt cutting angle to snow removal angle as illustrated in example, Fig. 1. Distance "X" varies according to curvature of the maintainer moldboard or at the option of the operator. If this distance is unknown: X equals approx. 7" for a 24" moldboard. X equals approx. 5" for an 18" moldboard.

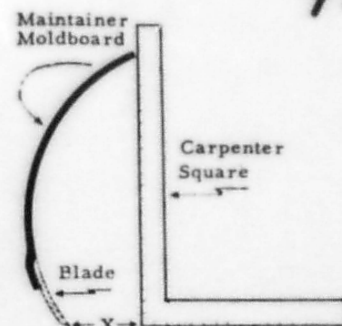


FIGURE 1

6. Slide the hydraulic casing section of the Sno-Rid behind the maintainer moldboard as shown in Fig. 2. Push this unit toward the maintainer moldboard until the main hinge (1-1/4" pin) and the shear hinge, as shown in Fig. 4, are both about 1/2" from the maintainer moldboard.

7. Place a jack under the hydraulic casing section as illustrated in Fig. 2 with the top of the jack directly in line with the large 3-1/2" square arm. Elevate the jack until the zerk on the arm bolt is about 14-1/2" from the floor. Check the casing section with plumb line or square as shown in Fig. 2. If slightly tipped, move jack over slightly. Recheck 14-1/2" dimension. Raise or lower end of Sno-Rid to keep plumb and 14-1/2" dimension.

8. Rotate the Sno-Rid so that the top of the moldboard is approximately 3 inches advanced from the cutting edge of its blade as shown in Fig. 3. Use wooden blocks to shim under the spring section to hold Sno-Rid in position as shown in Fig. 2.

9. Use a carpenter square and place it just above the Sno-Rid's 6" blade as illustrated in Fig. 4. Place the angle of the square 1/4" from the inside edge of the Sno-Rid and move the Sno-Rid laterally until the square is against the end of the maintainer moldboard. Check with plumb line or square casing section, or with a carpenter square, as shown in Fig. 2.

10. Assemble the mounting brackets (center portion of 2 hinges) onto the Sno-Rid and insert the pins. Swing forward against the maintainer moldboard. If the mounting brackets do not fit, cut away excessive metal with cutting torch to conform with maintainer moldboard curvature. **NOTE:** On side shift moldboards it is sometimes necessary to use deeper mounting brackets to allow Sno-Rid hinge to miss the side shift end trunnion on back of grader moldboard.

11. Check all previous dimensions. The Sno-Rid is now in proper mounting position. You are now ready to weld mounting brackets of Sno-Rid. Most maintainer moldboards contain some spring steel. Accordingly, weld the Sno-Rid mounting brackets onto the maintainer moldboard with a low hydrogen arc rod. (Lincoln Fleetweld #LH-90 or equal). Overlay welding may be done with a welding rod equal to Lincoln Fleetweld #7M-P.

12. First tack weld the large (1-1/4" pin) bracket onto the maintainer moldboard. Do not tack weld the 1/2" shear pin bracket at this time. Completely weld the large bracket on all sides — inside and outside. You may remove Sno-Rid for welding this bracket. When the welding on hinge bracket is 100% completed, replace Sno-Rid and insert 1-1/4" pin in bracket. Raise the maintainer moldboard until the Sno-Rid is off the floor and hanging on the 1-1/4" pin and bracket only.

13. Use 1/2" shear pin in bracket and tack weld shear pin bracket in place. It is imperative that the 1-1/4" hinge pin and 1/2" shear pin be in place during the entire welding of the shear pin bracket. If this procedure is not followed, considerable difficulty will be encountered in attaching and detaching.

14. When both brackets are welded complete — inside and outside, remove 1/2" shipping bolt as indicated by arrow in Fig. 2.

15. Remove the two 1/2" plugs screwed into the hydraulic cylinder. They were temporarily inserted for shipping purposes to keep moisture and dirt out of the cylinder. Screw into their place two (2) ten foot hoses. Find hoses in separate shipping box. Hose "A" (without restrictor) should be attached to lower port of Sno-Rid's cylinder. Hose "B" (with flow restrictor) should be attached to upper port of cylinder. Install the two male hose connections onto the maintainer hydraulic system about 7 feet from the cylinder.

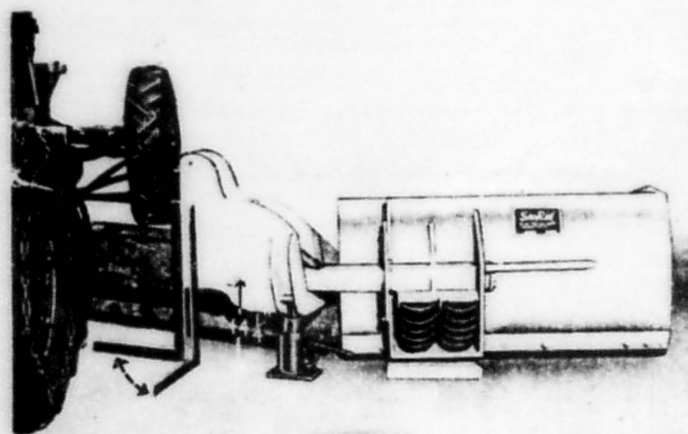


FIGURE 2

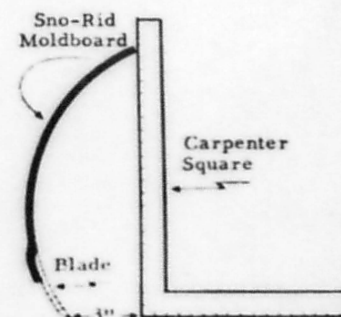
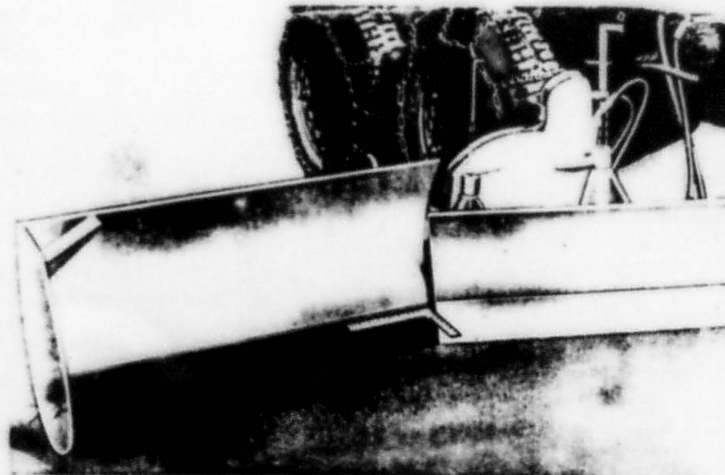


FIGURE 3

7(8)
16. Oil flow restrictor is installed on Hose "B". Due to the varied capacity of hydraulic pumps (gallons per minute) some method of controlling the speed of the Sno-Rid is necessary. This oil flow restrictor (MBM needle valve, or equivalent) should be mounted in grader cab so grader operator can "set" valve at its most efficient position. Test the number of times you can raise and lower the Sno-Rid in one minute by actuating the Sno-Rid's control valve as fast as possible after each cycle. Increase or decrease the oil flow until the Sno-Rid can be raised and lowered 12 times in one minute. Faster speed only produces unnecessary strain and jar on the Sno-Rid and motor grader.



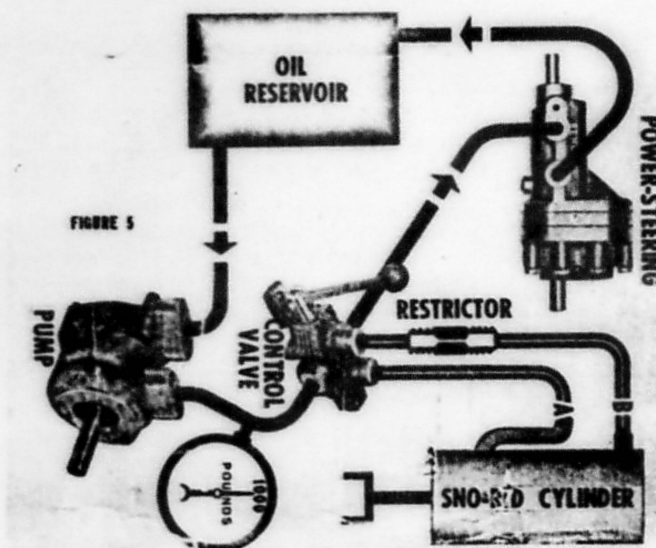
17. At this point you must determine the control valve you will use to operate the Sno-Rid. Should the existing scarifier control valve be used to operate the Sno-Rid, the MBM needle valve may not be needed, as scarifier valve controls oil flow and volume. If a separate control valve is installed to operate the Sno-Rid on maintainers with power steering and/or hydraulic controls, the Sno-Rid valve should, if at all possible, be inserted into the system as the first valve on pressure side of pump. Failure to do so will cause the Sno-Rid to be slower than normal or inactive when other hydraulic systems are in use.

18. Once the control valve is installed and attached to hydraulic system run the two lines outside of cab and screw into place the two male hose quick connects. These quick connects should be installed approximately 7 feet from Sno-Rid cylinder. Attach Hoses "A" and "B" to male hose connections.

19. Your Sno-Rid is now ready to operate. Raise and lower a few times and check to see if you have any hydraulic leaks. If not, lower the Sno-Rid and continue holding the valve down to keep full pressure on Sno-Rid cylinder for about one minute. This will purge all air out of the system.

LOW OIL PRESSURE
WILL CAUSE THE SNO-RID TO STALL OUT OR FAIL

20. Check hydraulic pressure at a point as indicated by the oil pressure gauge, illustrated in Figure 5. Adjust by-pass on hydraulic system to 1000 pounds per square inch. Weak by-pass springs or worn out pump will not deliver oil to the 1000 PSI requirement. Belt slippage on the fuel pump will also cause low oil pressure.



OPERATORS NOTICE

21. FOR DIRT WORK: Turn spring tension screws tight. Use 7/16" shear pin or lighter. Insert 1/2" bolt into sliding link to eliminate free floating action.
22. FOR SNOW REMOVAL: Loosen spring tension screws about 1-1/2". Use 3/8" shear pin or lighter. Remove 1/2" bolt in the sliding link to allow free floating action.
23. SHEAR PINS are your protection against damage of the 3-1/2" square arm at ground level. This company nor any of their sales outlets are liable for property damage resulting from the Sno-Rid striking action.
24. GREASE all zerks and inner casing areas that are in contact with the 3-1/2" square arm.

Distributed by:

NEWMARKET SUPPLY & MFG COMPANY
NEWMARKET, ONTARIO CANADA



City of Mississauga

MEMORANDUM

② ①

Outstanding 7/4

To W. P. Taylor, P.Eng.

From Councillor H. Kennedy

Dept. Engineering and Works

Dept. Ward 1

May 17, 1985

Would you review the attached letter from Mrs. Lawson and if there is any merit in her suggestion, prepare a report for the next Public Works Committee agenda.

As well, I spoke with John Thomas recently and I would request that the Indian Valley Trail report be on the Public Works Committee agenda scheduled for May 30, 1985.

Thanks

H. Kennedy

Harold E. Kennedy
Councillor - Ward 1

/cc

cc: J. W. Thomas

*May 23/85
cc
JW*

ENGINEERING WORKS & PLS. DEPT.	
RECEIVED FILE	
MAY 21 1985	
<i>WPT</i>	<i>WPT 8/8/85</i>
<i>ASMC</i>	
<i>John</i>	

7(1)

old Kennedy:

RECEIVED

MAR 11 198

COUNCILLORS

Mississauga, Ontario

L5C 3W6.

Mar 9th / 85

Phone 278-2517

Dear Sir:

My husband is a Stroke & Heart Victim and he uses a wheelchair. He is 76 years of age and I am 65. I look after him at home myself. I need our driveway clear at all times for Doctor, Lab. Ambulance when needed. and Transhelp Bus when he is able to go to Paycare, etc. During the past snow storms I had a driveway cleared and the snow plough comes and fills it in again. I have a suggestion I would like you to approve and bring before Council. Could the City of Mississauga erect wheelchair signs at driveways of wheelchair users. These are similar to parking space signs. I have heard of these signs being erected by other towns etc. This would enable the operators of snow removal equipment to miss such driveways. I realize snow removal is a big problem and we appreciate the fifty (\$50) dollar grant given to us by the city for snow removal expenses. It is also hard finding people to do the work for us.

Would you please see if my suggestion can be approved. Any help in solving our problem would be appreciated. I would like to hear from you in the near future concerning this matter. Thanking you kindly

Yours Sincerely
Margaret Lawson
(Mrs Norman H.)



City of Mississauga

MEMORANDUM

Files: 12 111 00015
12 211 85010
~~12 111 00000~~

71A

To: Chairman and Members of the
Public Works Committee

From: Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

REPORT REQUEST NO. 41/85

February 20, 1985

SUBJECT: Sidewalk Snow Plowing

ORIGIN: Engineering and Works

COMMENTS: Council, at its meeting on February 11, 1985, referred the entire matter of sidewalk snow plowing and sanding to us for a report to Public Works Committee. The following items were to be addressed in the report:

- a) Consideration of the implementation of a by-law which would place the responsibility of sidewalk snow plowing on the adjacent property owners, the cost involved to enforce such a by-law, and the effect of such a by-law which exists in Toronto and Etobicoke;
- b) The cost to the City when the original sidewalk snow plowing by-law was in existence wherein the City was responsible for the plowing of sidewalks, and the budget amount to the City if such a by-law were implemented at this time.
- c) Cost to the City of damage to curbs and lawns by snow-plows.

With respect to the by-law we were requested back in 1979 to prepare one. Attached is a copy of the Draft By-law together with our report for your information. The intent of this by-law was to require the Owner of any building which fronted on a sidewalk to clear that sidewalk within 24 hours after the snow had stopped. The City was to clear all sidewalks on all reverse frontage streets which were shown on Schedule 'A' of the attached by-law. We are also attaching a copy of the City of Toronto's notice which is advertised in the paper each year concerning their by-law which requires the abutting Owners to clear the snow and ice from the sidewalks within 12 hours after a snowfall. We recommended against this by-law and suggested that we undertake a City-wide sidewalk clearing programme based on priority and selected sidewalks that would be done which would be determined on the basis of need and the volume of pedestrian traffic to which the

7(u)

Chairman and Members of the
Public Works Committee
February 20, 1985
Page 2

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

sidewalk was subject to: i.e. - main arterial roads, neighbourhood collectors, sidewalks adjacent to schools, transit routes, old age homes, hospitals, etc. This was implemented in 1980 and has been reviewed each year in the Summer to see which streets should be added. The last official approved plowing and sanding routes are shown on the attached map entitled 1984 Sidewalk Plowing and Sanding Priorities. Attached is a copy of our report at that time together with the approval of Council. We are still of the opinion that this policy has worked reasonably well and cannot see any reason to expand the programme on a City-wide basis.

With respect to the costs involved in snow plowing, it is extremely difficult to give Council accurate estimates in, that obviously the cost depends on how much snow we receive in any given year. Naturally, in a very mild Winter the cost is extremely low and in a Winter which has a lot of snow the cost is quite high, however, we shall endeavour to give some guidelines as to cost. It should be pointed out, as Committee is aware, sidewalk plowing is a non-subsidizable item and therefore the total cost is borne by the City. The 1983/84 season was, in our opinion, fairly average and the sidewalk plowing costs were in the area of \$200,000.00 (budget was \$227,000.00). The expenditures to date in the 1984/85 season are approximately \$230,000.00 (it should be pointed out that this expenditure only represents from January 1st as any expenditures in December 1984 were reflected in the 1984 budget). Assuming that an average expenditure is \$230,000.00 to plow under the existing policy, under an average Winter this expenditure would rise to approximately \$650,000.00 if all sidewalks were plowed. The rationale for arriving at that figure is based on the following:

- a) Approximately 40% of the total sidewalks are now plowed;
- b) The existing sidewalks are fairly long, straight, and good production can be achieved;
- c) The remaining sidewalks (60%) are in very low volume residential type areas with many bends and culs-de-sac and therefore we have reflected a slight increase in cost over a straight pro-rata interpolation.

As far as the cost of damage to lawns is concerned, this is another area where the expenditures are up or down depending on whether sod is frozen or not. We would suggest

Chairman and Members of the
Public Works Committee,
February 20, 1985
Page 3

9/2)

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

however, a \$10,000.00 to \$15,000.00 figure is reasonable.

With respect to the enforcement of a by-law, we feel that this would be under the jurisdiction of the Building Department and although we do not see an increase in staff being required due to the short duration of the problem we feel that the Commissioner of Buildings should report directly on this matter.

As far as expanding the sidewalk programme is concerned to cover all sidewalks in the City, we are of the opinion that this would be a poor investment especially having regard for the Current Budget.

RECOMMENDATIONS:

1. That the City continue with its present policy on clearing sidewalks based on a priority system and that the sidewalks to be plowed be reviewed annually by the Public Works Committee as has been done in the past.
2. That the implementation of a by-law which would require all of the abutting owners to clear their sidewalks other than those plowed by the City be discussed at a future Public Works Committee prior to the 1985/86 Winter season.

AEM:dw
Attach's.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. D. J. Debenham

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Comm.

Dept.

Dept. Engineering and Works

P. M. DATE JAN 17 1984

July 25, 1979

Request No. 14-79

SUBJECT: Snow removal from City sidewalks.

ORIGIN: Council Resolution No. 160 - February 26, 1979.

COMMENTS: City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

It should also be noted that Council, during its 1977 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending to continue to plow are attached. The by-law relating this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately \$200,000.00. The estimated cost if the City only plowed the reverse frontages, as outlined in Schedule 'A' of the by-law, would be the order of \$90,000.00 which would result in a saving of approximately \$110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is \$160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as the for snow removal equipment are called during the last two weeks in August of each year.

Chairman and Members of the
Public Works Committee
July 25, 1979
Page 2

7(N)

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS: 1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw
Attach's.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie
Mr. D. Debenham
Ms V. MacLean



BY-LAW NUMBER _____

A By-law to provide for the clearing away and removal of snow and ice from sidewalks on highways.

WHEREAS, a by-law may be passed by Council under paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c. 234 for clearing away and removing snow and ice from sidewalks on the highway in front of, alongside or at the rear of any occupied, unoccupied building or vacant lot, at the expense of the owner.

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a sidewalk on a highway in front of or alongside or at the rear of an occupied or unoccupied building or vacant lot in the City of Mississauga within 24 (twenty-four) hours of the time that the snow, hail or other precipitation has ceased, the Commissioner of Engineering and Works, or his designate or agent may at the expense of the owner of the building or lot cause such snow or ice to be removed, and shall keep an account of all expenses relating to the removal and the expenses may be collected or recovered from the owner in any lawful manner including in the like manner as municipal taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970, c. 234 as amended.

2. The provisions of sub-section 1 do not apply to public walkways, pedestrian overpasses, sidewalks abutting municipal property, or those sidewalks set out in Schedule "A" attached hereto.

EXHIBIT and INDEX CARD

Page 1-7

7(2)

MAYOR

CLERK

APPROVED
AS TO FORM
City Clerk
HILL SAUND

"1."

Copenhagen Road West Leg	• East	Derry Road	360' North (Oslo)
Copenhagen Road East Leg	• West	Derry Road	366' North
Falconer Drive	• West	156' South of Bow River	Park Street
Creditview Road	• West	Kenningshall Blvd.	924' North
Creditview Road	• West	Kenningshall Blvd.	618' South
Glen Erin Drive	• East	433' South of Montevideo Rd.	234' South
Glen Erin Drive	• West	Inlake Court	Windwood Drive
Glen Erin Drive	• West	144' North of Inlake Court	Montevideo Rd.
Montevideo Road	• East	Aquitaine Avenue	348' South
Montevideo Road	• East	Aquitaine Avenue	642' North
Aquitaine Avenue	• North	Millcreek Drive	Montevideo Road
Aquitaine Avenue	• South	Millcreek Drive	Montevideo Road
Millcreek Drive	• West	Aquitaine Avenue	354' North
Millcreek Drive	• West	Derry Road	996' South
Millcreek Drive	• West	180' North of Derry Road	192' South of Tar Box
Glen Erin Drive	• East	144' North of Council Ring	600' South of The Collegeway
Glen Erin Drive	• West	150' North of Council Ring	462' South of The Collegeway
The Collegeway	• South	66' West of Windjammer Rd.	156' East of Coun Ring Road
The Collegeway	• North	144' West of Spruce Needle Drive	216' East of Council Ring Rd.
Winston Churchill Blvd.	• East	816' North of #5 Highway	960' North of #5 (Watercourse)
Winston Churchill Blvd.	• East	1,692' North of #5 Hwy.	2,100' North of #5 Hwy
Winston Churchill Blvd.	• East	132' North of Frankston Rd.	690' North of Fr ston Road.
Winston Churchill Blvd.	• East	762' North of Frankston Rd.	912' North of Frankston Road
Winston Churchill Blvd.	• East	(North of #3311) North side of #3341	(South of #3311) South side of #3
Burnhamthorpe Road	• North	Winston Churchill Blvd.	Tamagack Gate
Winston Churchill Blvd.	• East	The Collegeway	Burnhamthorpe Rd.
Church Street	• West	270' south of Ontario St.	336' South of Ontario Street
Battleford Road	• South	Walkway	744' West
Shelter Bay Road	• West	Arvida Circle	660' South
Tours Road	• North	Crickadorn Court	35' West
Tours Road	• South	Winston Churchill Blvd.	Glace Bay Road
Tours Road	• South	Glace Bay Road	265' East
Dundas Street West	• North	Wolfdale Road	Cadarglen Gate
Dundas Street West	• North	Erindale Station Road	1,000' West
Dundas Street West	• North	The Credit Woodlands	Winston Churchill Boulevard
Dundas Street West	• South	Winston Churchill Blvd.	Windemoya Road
Erindale Station Road	• West	Dundas Street	Forestwood Drive
Erindale Station Road	• West	Forestwood Drive	McBride Avenue
Erindale Station Road	• West	McBride Avenue	Railway Tracks
Erindale Station Road	• East	Forestwood Drive	750' North
Wolfdale Road	• West	Dundas Street	Forestwood Drive
Hurontario Street	• West	Railway Tracks	1,005' North
Hurontario Street	• East	Railway Tracks	Fairview Drive
Burnhamthorpe Road East	• South	Hwy. #10	Cooksville Creek
Burnhamthorpe Road East	• South	Central Parkway	Cawthra Road
Burnhamthorpe Road East	• South	Cawthra Road	Tonken Road
Burnhamthorpe Road East	• South	1,500' East of Tonken Rd.	Autumn Harvest Drive
Burnhamthorpe Road East	• South	Autumn Harvest Drive	Golden Orchard I
Burnhamthorpe Road East	• South	Golden Orchard Drive	Dixie Road
Burnhamthorpe Road East	• South	Havenwood Drive	Fieldgate Drive
Burnhamthorpe Road East	• South	Fieldgate Drive	Hydro Right-Of-Way
Burnhamthorpe Road East	• North	Penzance Drive	Fieldgate Drive
Burnhamthorpe Road East	• South	Fieldgate Drive	Windwood Drive
Windsor Drive	• West	Burnhamthorpe Road	Winding Trail
Windsor Drive	• West	Winding Trail	Black Street
Windsor Drive	• West	Bloor Street	Golden Harvest
Windsor Drive	• West	Forestwood Drive	Winding Trail

7(cc)

TORONTO STAR, MONDAY, DECEMBER 4, 1984/A13



City of Toronto

Help keep sidewalks clear of snow and ice this winter

City of Toronto property owners and occupants are required to clear snow and ice from sidewalks abutting their property as often as required, and no later than 12 hours after a snowfall.

Those who fail to do so are liable to receive a summons under By-laws 567-75 and 568-75. The required snow removal would then be undertaken by City employees, with associated costs added to the property owner's realty taxes.

City forces clear sidewalks for physically handicapped and senior citizens who have applied for this free service. For further information contact the Department of Public Works at 947-7768.

R.M. Bremner, P.Eng., F.I.C.E.
Commissioner of Public Works

RECEIVED

DEC 6 1984

COUNCILLORS

EXHIBIT 1

7644



75 cm

8 cm

5 cm

5 cm

8 cm

8 cm

- 45 x 75 cm .061 ALUMINUM BLANK
- WHITE 3M ENE 60 SCOTCHLITE BACKGROUND WITH BLACK LEGEND + BORDER.
- CENTRE HOLE PUNCH.

17/12/21

Southern District

1. Lakeshore Road from Godfreys Lane to Seneca Avenue
2. Hurontario Street from the C.N.R. Tracks to Lakeshore Road.
3. Stavebank Road from the C.N.R. tracks to Port Street East.
4. Lakeshore Road from Southdown Road to Meadow Wood Road.
5. Hurontario Street from Sherebee Road to Dundas Street.

Central District

1. No. 5 Highway from Parkerhill Road to Cedar Creek Drive.
2. No. 10 Highway from No. 5 Highway to C.P.R. Overpass.
3. Cawthra Road from Silvercreek Boulevard to Santee Gate.
4. No. 5 Highway from Loreland Avenue to Wharton Way.
5. No. 5 Highway and Dixie Road intersection 300 ft. from the intersection.

Northern District

1. Queen Street from Princess Street to Ontario Street.
2. Thomas Street from Vista Boulevard to Queen Street.
3. Britannia Road from Turney Drive to Joseph Street.
4. Torbram Road from Rena Road to Derry Road.
5. Derry Road from Cattrick Street to Goreway Drive.
6. Airport Road from Derry Road to Morningstar Drive.



740

BY-LAW NUMBER.....

A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Section 5 of By-Law No. 444-79, as amended, be DELETED and the following substituted therefor:

SIGNS AND TRAFFIC SIGNALS

- 5.(1) The Commissioner shall be responsible for the erection and maintenance of all authorized signs, traffic signals and parking meters under this by-law.
- (2) The Commissioner may erect authorized signs indicating "emergency no parking" at any location where, in his opinion, the sign is required,
 - (a) to facilitate the removal of snow, ice or debris from highways or from other public property under the City's jurisdiction,
 - (b) to facilitate the construction or repair of curbs, gutters, sewers, watermains or other public utilities,
 - (c) to temporarily alleviate a dangerous or difficult traffic condition, and the Commissioner shall wherever possible erect such signs at least one hour prior to the commencement of the works, if any, and remove the sign one hour after the completion of the said work.
- (3) The Commissioner may erect authorized signs indicating "No Stopping, Snow Removal, 9 p.m. - 7 a.m. Mon-Sat and all day Sunday; Vehicles Will Be Towed" as illustrated in Schedule 25, to facilitate the removal of snow. The Commissioner shall erect such signs where possible at least 4 hours prior to the work being done.
- (4) Notwithstanding the provisions of subsection 1 the Chief of Police for the Regional Municipality of Peel or his designate may erect emergency no parking signs in the form prescribed by this by-law in the event of fires, emergencies, parades or large assemblies provided that wherever possible such signs shall be erected at least one hour before the event is scheduled to take place and shall be removed within one hour of the conclusion of the event.
- (5) No person shall place, maintain or display upon or in view of any highway any sign, signal, marking or device which imitates or resembles an authorized sign or traffic control signal or which conceals from view or interferes with an authorized sign or traffic control signal.
- (6)
 - (a) No operator of a vehicle approaching a green signal light at an intersection shall enter the intersection unless traffic in front of him is moving in a manner that would reasonably lead him to believe he can clear the intersection before the signal light turns red.
 - (b) A By-Law passed under Sub-Section (a) does not apply to the operator of a vehicle who enters an intersection for the purpose of turning to the right or left into an intersecting highway and signals his intention to make such a turn prior to entering the intersection.



7(99)

- 2 -

2. THAT Schedule 25 of By-Law No. 444-79, as amended, be amended by ADDING the a sign which reads "NO Stopping, Snow Removal, 9:00 p.m. - 7:00 a.m. Mon-Sat and all day Sunday; Vehicles will be towed", as illustrated on the attached sketch attached to this by-law.
3. THIS By-Law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED this _____ day of _____ 1985.

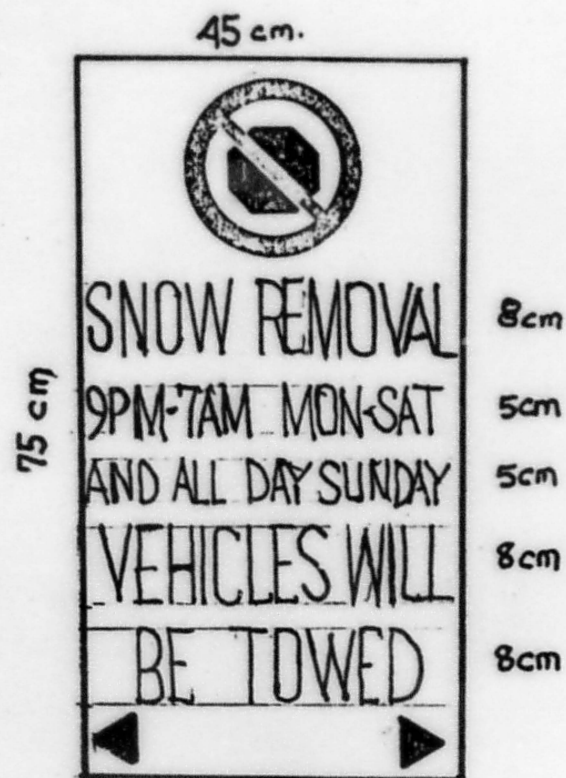
MAYOR

CLERK



SCHEDULE 25
AUTHORIZED SIGNS

76W



BLACK LEGEND 9-BORDER ON WHITE BACKGROUND

PUBLIC WORKS COMMITTEE
DATE: JULY 2, 1985

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-84	Eng & Works	Review of standards for new residential road construction	Capital Budget - Mar 1/84	Aug 15/84	1
69-84	Eng & Works	Mud Tracking	Council - Mar 18/84	Aug 15/85	1
303-84	Cllr McKechnie	Renaming of Princess St in Ward 5	Pub Wks - Oct 18/84	Feb 21/85	2
1-85	Eng & Works	Front Yard and Permit Parking	Mayor McCallion	Jul 18/85	0
75-85	Eng & Works	Entrance Road - Lakefront Promenade Park	Ltr - CVCA - Mar 13/85	Sep 20/85	0
93-85	Cllr Culham	Street Name - Stavebank to Trillium	Pub Wks - Mar 21/85	Sep 20/85	0
102-85	Eng & Works	Consideration of Recycling Program	Ltr - Region - Apr 4/85	Sep 20/85	0
132-85	Eng & Works	Parking - Corkstone Glade	Petition - Cl May 27/85		
146-85	Eng & Works	Policy Stmt - Street Names Duplication	Pub Wks - May 30/85		
147-85	Eng & Works	Parking Policy	Pub Wks - May 30/85		
152-85	Eng & Works	Financial Assistance for Senior Citizens /Handicapped - Snow Removal	A & F - May 28/85		
154-85	Info & PR	"Welcome to Mississauga" Signs	Pub Wks - May 30/85		
172-85	Manager	Credit River Valley Clean-up - Status	Cl - May 10/85		

8

CITY OF MISSISSAUGA

MINUTES

MEETING 6-85

NAME OF COMMITTEE: Public Works

DATE OF MEETING: Thursday, July 4, 1985

PLACE OF MEETING: Committee Room A at 1:35 pm

MEMBERS PRESENT: Councillor R. Skjarum, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor H. Kennedy
Councillor D. Culham
Councillor D. Cook
Mrs. June Hayden

MEMBERS ABSENT: Mr. Christopher B. Gauer
Mr. Allan Hignel

ALSO PRESENT: Mayor H. McCallion (part)

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. McDonald, Engineering & Works
Mr. R. Charlton, Engineering & Works
Mr. D. Debenhan, Engineering & Works
Mr. T. Van Horne, Engineering & Works
Mr. J. Thomas, Traffic Section, Engineering & Works
Mrs. Kathy Zammit, Committee Coordinator
Mrs. Linda Evans, Committee Coordinator

DEPUTATIONS: nil

MATTERS CONSIDERED:

1. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names submitted by John D. Rogers and Associates for approval. Mr. Taylor advised that the following names, if approved, will be reserved for use by the applicant:

ALEXIS	CLARION	MULRONEY
ALPINE	COACH	NAPLES
ANKARA	COLBY	PHANTOM
ANTOINETTE	DANUBE	PLANTATION
APACHE	DECATUR	RAPIDS
APPLE GATE	EUROTECH	REMINGTON
ARCTURUS	EXMORE	RIVER FOREST
ATHENA	FORGE	ROSANNA
ATLANTIS	GOLDEN ISLES	SHANGHAI
AUBURN	HIGH SPRINGS	SIMSBURY
BERRENGER	HOMESTEAD	SQUALL
BURKE	LAUREL	SOMMER
CALAIS	LONGBOAT	TERRACE
CASABLANCA	MARATHON	VENICE
CASBAH	MARCO POLO	VIERA
CHAPPEL WAITE	MECCA	VIENNA
CHATEAU		

In accordance with the review of the proposed names by the Region of Peel Street Names Committee, and their subsequent approval, Mr. Taylor recommended:

That John D. Rogers and Associates be advised that the following names have been reserved for their exclusive use in future developments:

ALEXIS	MARATHON
ALPINE	MARCO POLO
APACHE	MECCA
APPLE GATE	MULRONEY
ATHENA	PHANTOM
CALAIS	PLANTATION
CASABLANCA	RAPIDS
CHATEAU	REMINGTON
COACH	RIVER FOREST
COLBY	ROSANNA
DANUBE	SHANGHAI
EXMORE	SIMSBURY
FORGE	SQUALL
GOLDEN ISLES	VENICE
HIGH SPRINGS	VIENNA
LONGBOAT	

Prior to the commencement of this meeting, Mr. John Rogers declared a conflict of interest with respect to this item because he is a principle of John D. Rogers and Associates.

In response to a query of a member of the Committee, Mr. W. P. Taylor, Commissioner of Engineering & Works, confirmed that it is not uncommon to maintain a list of "reserved" street names for specific developers.

Councillor H. Kennedy moved adoption of the report, which motion was voted on and carried.

F.02.07

See Recommendation 95-85 (H. Kennedy)

APPROVED

2. Report dated June 21, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of the cul-de-sac portion of Powderhorn Crescent, requesting that this section of the road be renamed POWDERHORN COURT. Mr. Taylor advised that the proposal is acceptable from a technical point of view, and that it is his understanding that the petition represents 100% of the residents who would be affected. He recommended:

- (a) That steps to be undertaken in accordance with The Municipal Act to change the name of that portion of Powderhorn Crescent lying north of Folkway Drive to POWDERHORN COURT.
- (b) That the street be "double signed" for a period of 6 months from the date of the street name change.

Councillor H. Kennedy moved adoption of the report, which motion was voted on and carried.

F.02.07

See Recommendation 96-85 (H. Kennedy)

APPROVED

3. Report dated June 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of portions of FOWLER DRIVE (Request for Report 38-85). Mr. Taylor advised that Fowler Drive was identified in his report dated July 31, 1984, with respect to duplications of street names throughout the City, pursuant to which Councillor D. Culham was to arrange a meeting with ratepayers to review proposals to rename the portions of the road as follows:
- west of Fifth Line West to be renamed FOWLER LANE
 - between Fifth Line West and Erin Mills Parkway to be renamed FOWLER COURT
 - east of Erin Mills Parkway to remain unchanged.

Mr. Taylor advised that the Councillor has indicated that he has surveyed the residents and received a satisfactory response to the proposals, and recommended:

- (a) That the portion of Fowler Drive lying east of Erin Mills Parkway not be renamed at this time.
- (b) That the following portions of Fowler Drive be renamed as follows:
 - west of Fifth Line West to be renamed FOWLER LANE
 - between Fifth Line West and Erin Mills Parkway to be renamed FOWLER COURT.
- (c) That the streets be "double signed" for a period of 6 months from the date of the street name change.

Councillor D. Culham moved adoption of the report, which motion was voted on and carried.

F.02.07

See Recommendation 97-85 (D. Culham)

APPROVED

4. Report dated June 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names for proposed plan of subdivision T-84037, Goldome Development Corporation (north-east corner of Eglinton Avenue and McLaughlin Road). Mr. Taylor advised that the following names have been submitted for use in the subject development:

HERITAGE HILLS BOULEVARD (extension of a previously approved name)
SNOWBIRD DRIVE
EVERTON DRIVE
HERONDALE DRIVE
SILVERTHORNE CRESCENT
BRENCHLEY CRESCENT
HOLMEADOW DRIVE
HOLIMOUNT DRIVE
SHEARSBY DRIVE
GRAYDON COURT
HICKS COURT.

The Region of Peel Street Names Committee approved the following names at its meeting on May 29, 1985:

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE*
GRAYDON COURT
HICKS COURT.

* The submitted name of HOLIMOUNT is not acceptable; however, if revised to HOLLYMOUNT, the name is acceptable.

The remaining names were not approved due to duplication, pronunciation or spelling difficulties.

Mr. Taylor recommended:

That G. E. Hanson and Associates Ltd. be advised that the following names are approved for use for proposed plan of subdivision T-84037, Goldome Development Corporation (north-east corner of Eglinton Avenue and McLaughlin Road):

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE
GRAYDON COURT
HICKS COURT.

Mr. John Rogers moved adoption of the report, which motion was voted on and carried.

F.02.07, T-84037
See Recommendation 98-85 (J. Rogers)
APPROVED

5. Report dated June 25, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a petition from the residents of Talka Subdivision, Plan M-209. Mr. Taylor advised that the Public Works Committee at its meeting of February 21, 1985, considered a report dated February 15, 1985, from the Commissioner concerning a petition from the residents of the Talka Subdivision for long term on-street parking. The matter was deferred at the request of the Ward Representative, Councillor M. Marland, until a site review of the area could be made. The original report was subsequently pulled as a result of the on site review.

He advised that a review of the area was carried out by Councillor Marland and the Commissioner of Engineering & Works and it was determined that, notwithstanding the general provisions of 2 parking spaces/unit, there was a need to permit long term on-street parking at least on a trial basis for one-year.

Mr. Taylor proposed an area where long term parking (72 hour time limit) could be permitted, ie only areas on one side of the wider (32 foot) road are suggested at this time. This will provide approximately 61 on-street parking spaces. The opposite side of the roads should be prohibited to parking at anytime to maintain traffic flow and for maintenance purposes. He recommended:

- (a) That long term parking (72 hour time limit) be permitted on the following roads for a trial one-year period:
 - i) The east side of the east leg and the north side of the north leg and west side of the west leg of Kos Boulevard between a point 15 metres (50 feet) north of the north limit of Andros Boulevard (east intersection) and a point 15 metres (50 feet) north of the north limit of Andros Boulevard (west intersection).
 - ii) The south side of Andros Boulevard between a point 15 metres (50 feet) east of the east limit of Zante Crescent (west intersection) and a point 15 metres (50 feet) west of the west limit of Zante Crescent (east intersection).
 - iii) The south side of Andros Boulevard from a point 15 metres (50 feet) east of the east limit of Silver Birch Trail and the west limit of Kos Boulevard.
- (b) That parking be prohibited at all times on the west side of the east leg, the south side of the north leg and the east side of the west leg of Kos Boulevard.
- (c) That parking be prohibited at all times on the north side of Andros Boulevard between Kos Boulevard (west intersection) and Kos Boulevard (east intersection).
- (d) That parking be prohibited at all times on the south side of Andros Boulevard between Zante Crescent (east intersection) and Silver Birch Trail.
- (e) That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement the above long term on-street parking areas.
- (f) That the Engineering & Works Department be instructed to report back to Public Works Committee concerning their experience of long term trial parking within Talka subdivision in July 1986.

Councillor D. Culham moved adoption of the report, which motion was voted on and carried.

F.06.04.02

See Recommendation 99-85 (D Culham)

APPROVED

6. Report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 1986/91 Garbage Collection Contract. Mr. Taylor advised that the present garbage contract terminates on June 1, 1986, and that it is essential that tenders be called well in advance of the actual commencement date of the new contract in order to provide lead time for the successful contractor to purchase equipment.

He proposed the following tentative schedule:

- i) Proposed tender documents for review and approval by Public Works Committee on July 4, 1985.
- ii) Tender sale approximately August 15, 1985,
- iii) Bidders conference approximately August 30, 1985.
- iv) Tenders close approximately September 30, 1985.
- v) Contract bids evaluated October/November 1985.
- vi) Recommendation for award of contract to Council - December 15, 1985,
- vii) Contract commence date June 2, 1986.

The proposed tender documents were discussed in detail at the Committee meeting. He noted that the tender documents include a complete proposal to be submitted by the tenderer for curbside collection of glass, cans and paper.

Mr. Taylor recommended:

- (a) That the report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting on July 4, 1985, with respect to the 1986/91 Garbage Collection Contract, be received.
- (b) That the proposed scheduling for the calling and awarding of tenders presented by the Commissioner of Engineering & Works to the Public Works Committee at its meeting on July 4, 1985, be approved

Mr. Terry Van Horne of the Engineering & Works Department circulated a draft of the proposed contract and the Committee reviewed each section, pursuant to which the following amendments were made and/or direction given:

Section 3 - Options to be Tendered

1 - Once Weekly Collection (Residential/Packer Collection)

This option provides for once per week collection from single family dwellings, multi-family developments, institutional establishments and mixed commercial establishments in designated areas of the City.

This option was amended to provide that the above shall be Option 1A, and Option 1B included to provide for the above, plus industrial establishments.

2 - Standard Mixed Collection (Residential/Packer Collection)

This option provides for once per week collection from single family dwellings, industrial establishments, and twice per week collection from multi-family developments, commercial and institutional establishments.

No amendments were made to this option.

3 - Summer Collection (Residential/Packer Collection)

This option provides for a second garbage collection per week for single family dwellings, multi-family developments and institutional establishments for mid-May to mid-September, in conjunction with 1 or 2 as selected.

This option was amended to provide that the second collection would be undertaken for the months of June, July and August instead of mid-May to mid-September.

4 - Container Collection (Front End Pick Up of Containerized Refuse)

This option provides for twice per week collection of containerized garbage and refuse material from multi-family dwellings, apartment buildings and institutional establishments.

No amendments were made to this option.

5 - Brush and Debris (Scrap Collection)

This option provides for once per week collection of brush and junk, in conjunction with residential collection.

6 - Recycling (Collection & Disposal of Newspaper, Glass, Tin)

This option provides for the collection and disposal of recyclable materials once per week.

The name of this option was amended to read "Curbside Recycling" for reasons of clarification.

7 - Receptable Maintenance (Litter Receptacles)

This option provides for the sanitation and placement of litter receptacles once per year and for the maintenance and repair of receptacles as necessary.

No amendments were made to this option.

8 - Twice Weekly Collection (Residential/Packer Collection)

This option provides for twice per week collection from single family dwellings, industrial and commercial establishments, multi-family developments and institutional establishments.

No amendments were made to this option.

Section 5 - Specifications

The Committee directed that Mr. Taylor review a policy whereby there would be no collection in industrial areas on Mondays. (Request for Report 199-85).

subsection 6 "Cleanliness of Collection Units" was amended to read:

"All equipment purchased, acquired or supplied by the Contractor must be kept clean at all times. All collection units will be properly painted in City orange, repainted in 1988 and 1990, or repainted to the satisfaction of the Engineer at all times during the duration of the Contract. NB: Washing should take place on a daily basis".

The Committee glanced at the following sections:

Section 1 - Special Information and Instructions to Bidders
Section 2 - Agreement, Agreement to Bond, Form of Bond, etc.
Section 4 - General Conditions
Section 6 - Schedules.

The Committee directed that the contract be amended to substitute the word "workers" for the word "workmen" and "men" where appropriate.

It was the direction of the Committee that the contract as revised be brought back to this Committee and circulated to all Members of Council for their information.

The Committee also directed that all Members of this Committee be invited to attend the Bidders Conference to be held in August, 1985.

The Committee commended staff for the preparation of this document and the report from Mr. Taylor.

Councillor D. Culham moved adoption of the report, which motion was voted on and carried.

F.05.04.06

See Recommendation 100-85 (D.Culham)

APPROVED

7. Report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a review of winter maintenance activities and service levels (Requests for Report 88-85, 89-85, 90-85, 91-85 and 92-85). Mr. Taylor discussed the various aspects of winter maintenance under:

- (a) snow plowing
- (b) road sanding and salting
- (c) clearing snow from sidewalks
- (d) snowplowing of culs-de-sac
- (e) windrows opposite driveways
- (f) winter maintenance tendering and standards
- (g) snow plowing, sanding and salting procedures
- (h) educating the public regarding winter maintenance
- (i) feasibility of passing a by-law placing the responsibility of sidewalk clearing on the abutting owner
- (j) additional Works Department facilities
- (k) signing of streets for snow removal.

He recommended:

- (a) That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
- (b) That the present level of service for snowplowing, road sanding and salting remain as is.
- (c) That the Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
- (d) That the Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
- (e) That additional front-end loaders be secured commencing in the 1985/1986 winter season to improve the level of service for culs-de-sac.
- (f) That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service,
- (g) That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway, which programme shall be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.

- (h) That the Works Department call a three-year contract for snowplowing, sanding and salting in order to ensure the availability of equipment.
- (i) That tenders for the winter maintenance equipment for 1985/1986 winter season be called immediately and reflect the conditions outlined in the report dated June 26, 1985 from the Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting on July 4, 1985.
- (j) That the Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.
- (k) That the Information & Public Relations Section of the Clerk's Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering & Works Department.
- (l) That the Property Section of the Clerk's Department be authorized to lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District (The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.).
- (m) That a temporary sign be placed on the roadway 4 hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.
- (n) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

The Committee briefly discussed these recommendations and on motion by Councillor D. Culham adopted (a) through (e), and (h) through (n).

With respect to Section (f), Councillor R. Skjarum indicated that he wished to see the City implement a service to provide removal of windrows at driveways. Due to time constraints, this recommendation was deferred to the next meeting of the Committee.

With respect to Section (g), Councillor D. Culham suggested that removal of windrows be provided to "handicapped users" rather than specifically "wheelchair" users. This recommendation was deferred pending clarification of the term "physically handicapped".

F.05.03.02

See Recommendation 101-85 (D.Culham)

AMENDED

8. Summary of Unfinished Business for the Public Works Committee as of July 2, 1985.

Councillor D. Culham moved receipt of the summary, which motion was voted on and carried.

A.03.04.06.01

See Recommendation 102-85 (D. Culham)

RECEIVED

RECOMMENDATIONS: As per Report 6-85

ADJOURNMENT: 4:10 P.M.

Linda Evans for
Kathy Zammit, Committee Coordinator

2346C/129C

REPORT NO. 6-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

- 95-85 That John D. Rogers and Associates be advised that the following names have been reserved for their exclusive use in future developments:

ALEXIS	MARATHON
ALPINE	MARCO POLO
APACHE	MECCA
APPLE GATE	MULRONEY
ATHENA	PHANTOM
CALAIS	PLANTATION
CASABLANCA	RAPIDS
CHATEAU	REMINGTON
COACH	RIVER FOREST
COLBY	ROSANNA
DANUBE	SHANGHAI
EXMORE	SIMSBURY
FORGE	SQUALL
GOLDEN ISLES	VENICE
HIGH SPRINGS	VIENNA
LONGBOAT	

F.02.07
(38-95-85)

- 96-85 (a) That steps to be undertaken in accordance with The Municipal Act to change the name of that portion of Powderhorn Crescent lying north of Folkway Drive to POWDERHORN COURT.
- (b) That the street be "double signed" for a period of 6 months from the date of the street name change.

F.02.07
(38-96-85)

July 4, 1985

- 97-85 (a) That the portion of Fowler Drive lying east of Erin Mills Parkway not be renamed at this time.
- (b) That steps be taken in accordance with The Municipal Act to change the names of the following portions of Fowler Drive:
- west of Fifth Line West to be renamed FOWLER LANE
 - between Fifth Line West and Erin Mills Parkway to be renamed FOWLER COURT.
- (c) That the streets be "double signed" for a period of 6 months from the date of the street name change.

F.02.07
(38-97-85)

- 98-85 That G. E. Hanson and Associates Ltd. be advised that the following names are approved for use for proposed plan of subdivision T-84037, Goldome Development Corporation (north-east corner of Eglinton Avenue and McLaughlin Road):

HERITAGE HILLS BOULEVARD
EVERTON DRIVE
SILVERTHORNE CRESCENT
HOLLYMOUNT DRIVE
GRAYDON COURT
HICKS COURT.

F.02.07, T-84037
(38-98-85)

- 99-85 (a) That long term parking (72 hour time limit) be permitted on the following roads for a trial one-year period:
- i) The east side of the east leg and the north side of the north leg and west side of the west leg of Kos Boulevard between a point 15 metres (50 feet) north of the north limit of Andros Boulevard (east intersection) and a point 15 metres (50 feet) north of the north limit of Andros Boulevard (west intersection).
 - ii) The south side of Andros Boulevard between a point 15 metres (50 feet) east of the east limit of Zante Crescent (west intersection) and a point 15 metres (50 feet) west of the west limit of Zante Crescent (east intersection).
 - iii) The south side of Andros Boulevard from a point 15 metres (50 feet) east of the east limit of Silver Birch Trail and the west limit of Kos Boulevard.
- (b) That parking be prohibited at all times on the west side of the east leg, the south side of the north leg and the east side of the west leg of Kos Boulevard.

Recommendation 99-85 Continued

JULY 4, 1985

- (c) That parking be prohibited at all times on the north side of Andros Boulevard between Kos Boulevard (west intersection) and Kos Boulevard (east intersection).
- (d) That parking be prohibited at all times on the south side of Andros Boulevard between Zante Crescent (east intersection) and Silver Birch Trail.
- (e) That a by-law be passed to amend Traffic By-law 444-79, as amended, to implement the above long term on-street parking areas.
- (f) That the Engineering & Works Department be instructed to report back to Public Works Committee concerning their experience of long term trial parking within Talka subdivision in July 1986.

F.06.04.02
(38-99-85)

- 100-85
- (a) That the report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee at its meeting on July 4, 1985, with respect to the 1986/91 Garbage Collection Contract, be received.
 - (b) That the proposed scheduling for the calling and awarding of tenders presented by the Commissioner of Engineering & Works to the Public Works Committee at its meeting on July 4, 1985, be approved, as follows:
 - i) Tender sale approximately August 15, 1985,
 - ii) Bidders conference approximately August 30, 1985.
 - iii) Tenders close approximately September 30, 1985.
 - iv) Contract bids evaluated October/November 1985.
 - v) Recommendation for award of contract to Council - December 15, 1985,
 - vi) Contract commence date June 2, 1986.

F.05.04.06
(38-100-85)

- 101-85
- (a) That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
 - (b) That the present level of service for snowplowing, road sanding and salting remain as is.

July 4, 1985

- (c) That the Engineering & Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
- (d) That the Engineering & Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
- (e) That additional front-end loaders be secured commencing in the 1985/1986 winter season to improve the level of service for culs-de-sac.
- (f) That the following recommendation of the Commissioner of Engineering & Works in his report dated June 26, 1985, considered by the Public Works Committee on July 4, 1985, be deferred to the next meeting of the Public Works Committee:

"That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service."
- (g) That the following recommendation of the Commissioner of Engineering & Works in his report dated June 26, 1985, considered by the Public Works Committee on July 4, 1985, be deferred to the next meeting of the Public Works Committee:

"That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway, which programme shall be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped."
- (h) That the Engineering & Works Department call a three-year contract for snowplowing, sanding and salting in order to ensure the availability of equipment.
- (i) That tenders for the winter maintenance equipment for 1985/1986 winter season be called immediately and reflect the conditions outlined in the report dated June 26, 1985 from the Commissioner of Engineering & Works, considered by the Public Works Committee at its meeting on July 4, 1985.
- (j) That the Engineering & Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.

July 4, 1985

- (k) That the Information & Public Relations Section of the Clerk's Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering & Works Department.
- (l) That the Property Section of the Clerk's Department be authorized to lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District (The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.).
- (m) That a temporary sign be placed on the roadway 4 hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.
- (n) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

F.05.03.02
(38-101-85)

102-85 That the Summary of Unfinished Business for the Public Works Committee as of July 2, 1985, be received.

A.03.04.06.01
(38-102-85)

Thursday, October 3, 1985

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, OCTOBER 3, 1985, 9:30 AM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman
John Rogers, Vice Chairman
Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Christopher B. Gauer
June M. Hayden
E. Allan Hignell

PREPARED BY: Clerk's Department

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

2345C/129C

INDEX

Public Works Committee - October 3, 1985

DEPUTATIONS

N11

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.05.03.03	Review of Winter Maintenance Activities/Service Levels
2.	F.02.01 F.06.04.05	Rippled Pavement Experiment
3.	F.06.04.02	Long Term Parking on Third Street
4.	F.05.04.01	Curbside Collection of Liquid Waste
5.	B.06.589.02 F.02.07	Street Name Change (North Meadowvale Boulevard to Meadowvale Boulevard)
6.	T-84013 F.02.07	Proposed Street Names - 455469 Ontario Ltd.
7.	F.02.07	Proposed Street Names - John D. Rogers & Associates
8.	T-77047 F.02.07	Proposed Street Names - United Lands Corporation Limited
9.	T-81059 F.02.07	Proposed Street Names - Dalewood Subdivision
10.	F.02.07 T-79057	Proposed Street Names - Lakeview Estates Limited
11.	F.05.04.05	Newspaper picked up for Recycling
12.	F.05.04.05 F.08.07.02	Municipal Waste and Recycling
13.	F.05.01	Accessibility to Residential Driveways
14.	A.03.04.06.01	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

Thursday, October 3, 1985
Committee Room A, 9:30 am

A G E N D A

DEPUTATIONS

MATTERS FOR CONSIDERATION:

1. Council, at its meeting held on July 15, 1985, adopted the following recommendation of the Public Works Committee held on July 4, 1985, as amended:-
 - (a) That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
 - (b) That the present level of service for snowplowing, road sanding and salting remain as is.
 - (c) That the Engineering & Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
 - (d) That the Engineering & Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
 - (e) That additional front-end loaders be secured commencing in the 1985/86 winter season to improve the level of service for culs-de-sac.
 - (f) That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service.
 - (g) That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway, which programme shall be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.
 - (h) That the Engineering & Works Department call a three-year contract for snowplowing, sanding and salting in order to ensure the availability of equipment.

- (i) That tenders for the winter maintenance equipment for 1985/86 winter season be called immediately and reflect the conditions outlined in the report dated June 26, 1985, from the Commissioner of Engineering and Works, considered by the Public Works Committee at its meeting on July 4, 1985.
- (j) That the Engineering & Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.
- (k) That the Information & Public Relations Section of the Clerk's Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering & Works Department.
- (l) That the Property Section of the Clerk's Department be authorized to lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District (The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.).
- (m) That a temporary sign be placed on the roadway 4 hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.
- (n) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

Please note that Parts (f) and (g) were deferred for further consideration.

Attached for the Committee's information is a copy of the report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding this matter.

F.05.03.02
DIRECTION REQUIRED

2. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assessment of the rippled pavement experiment (Request for Report 219-84). Mr. Taylor advises that rippled pavement was installed in certain locations to assess its effectiveness in reducing the speed of vehicles.

At one location, on Pinewood Trail, they were installed in an attempt to reduce speeds. The other two locations at curves are on Mineola Road at Mineola Gardens and on Revus Avenue on the approach to the curve south of the C.N. tracks. Some damage has occurred to the ripples at this location presumably due to snow plough blades. Ripples were also placed on Indian Road at Crescent Road and on Thornlodge Drive on the approach to Waycross Crescent. These were subsequently removed due to complaints from local residents about the noise created when vehicles drove over the ripples.

At the Public Works Committee meeting of March 21, 1985, Councillor L. Taylor requested that the installation of rippled pavement be approved and installed during the 1985 construction season. Councillor Taylor advised that he has spoken with the residents who live adjacent to the Midhurst Lane where this proposal has been requested, at the intersection with Molly Avenue, and made them aware of the problem of noise associated with this type of pavement. They have considered their request again and agreed that they still want the pavement installed.

Mr. Taylor concludes that it would appear that motorists have found that their comfort level increases as they raise their speed, and in fact studies show that rippled pavement on straight sections of road actually encourages higher speeds than reducing speeds as was the original intent, and recommends:

- (a) That rippled pavement not be used as an attempt to control speed or in residential areas where homes are located in the immediate vicinity.
- (b) That the installation of rippled pavement on Midhurst Lane as previously approved by General Committee Recommendation 459-85 (April 9, 1985) proceed subject to the area Councillor's support in discussions with area residents.

F.02.01, F.06.04.05
RECOMMEND ADOPTION

3. Report dated July 2, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding Long Term Parking on Third Street (Request for Report 145-85). This report was prepared pursuant to a petition received from the residents of Third Street which was considered by Council on June 10, 1985.

Mr. Taylor advises that there are a total of 46 units in the 2 buildings and 40 off-street spaces which represents only .87 off-street space per unit.

Mr. Taylor further states that the area was reviewed with Councillor Kennedy and staff, and the Engineering Department has no objection to implementing long term on-street parking for a maximum period of 72 hours on the north side of Third Street and recommends:

That long term on-street parking be permitted on the north side of Third Street for a maximum time period of 72 hours between a point 24 metres west of the west limit of East Avenue and the west limit of East Avenue; and between a point 10 metres east of the east limit of East Avenue and 23 metres west of the west limit of Westmount Avenue, and that the attached draft by-law amending By-Law 444-79, as amended, be approved.

F.06.04.02

RECOMMEND ADOPTION

4. Report dated September 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Curbside Collection of Liquid Waste.

Mr. Taylor advises that during the recent consideration of the new garbage contract proposal, the members of General Committee requested that staff investigate the possibility of including the curbside pick up of liquid wastes in the next 5 year garbage collection contract.

He advises that to obtain an opinion of those persons connected with the waste collection industry, staff contacted the Ministry of the Environment, the Region of Peel and two local waste disposal contractors.

Mr. Taylor submits the following information for the Committee's consideration.

- (a) Each container of waste or hazardous liquid collected from a homeowner must be accurately identified and manifested and transported in a specially outfitted vehicle to various disposal facilities. For the limited volumes and wide variety of liquids that may be collected, this would be a very expensive operation.
- (b) Many local service stations will now take used motor oil.
- (c) Unused paint can be uncovered, left to dry out, and disposed of as dry household waste in the regular curbside garbage collection services.

- (d) The placement of incorrectly marked fluids at the curbside would be dangerous to the public if children were to pick up and play with hazardous liquid such as a pool chemical or a masonry cleaner such as muriatic acid. The pick up of these chemicals would also be hazardous to the driver if improperly mixed with other chemicals.
- (e) The transportation of waste liquids by the homeowner to a disposal facility is considered much safer than placing it curbside for pick up.

Staff investigation has determined that the Region of Peel recognizes the problem and is presently working on several procedures for safe disposal of liquid wastes.

Mr. Taylor recommends:

- (a) That the City of Mississauga not implement the curbside collection of liquid waste in the new garbage collection contract document.
- (b) That the Region of Peel be encouraged to implement the necessary procedures to ensure safe and satisfactory procedures for the disposal of undesirable household liquid wastes.

F.05.04.01
RECOMMEND ADOPTION

5. Report dated September 30, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for a street name change of NORTH MEADOWVALE BOULEVARD to MEADOWVALE BOULEVARD (Plan No. 43M-589) from Markborough Properties Limited.

Mr. Taylor advises that this matter has been reviewed by the Region of Peel Street Names Committee, who objected to this proposal due to confliction with Meadowvale Court in Caledon and potential confusion relating to the Village of Meadowvale and Meadowvale Town Centre. He advises that his Department has reviewed these concerns and do not consider them to be of a serious nature.

Mr. Taylor recommends:

- 1. That the necessary by-law be enacted to rename North Meadowvale Boulevard as Meadowvale Boulevard.
- 2. That at such time as the renaming By-law is enacted, Markborough Properties Limited be directed to install the necessary street name signs.

B.06.589.02; F.02.07
RECOMMEND ADOPTION

6. Report dated September 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Proposed Street Names, 455469 Ontario Ltd.

Mr. Taylor advises that G. Eric Hanson Associates Limited have submitted the following names for use in the above noted development:-

HAWTHORNE VALLEY WAY
BRANSBY CRESCENT
WOODHILL CRESCENT
TORMORE CRESCENT
SPRINGBROOKE CRESCENT
BUCKSTOWN CRESCENT
SUMMERVILLE CRESCENT
GLENN HAWTHORNE BOULEVARD
BIG JOHN RUN
MARY JANE LANE

Mr. Taylor further advises that these names have been reviewed by the Region of Peel Street Names Committee with the following names meeting with the approval of that group:-

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

Mr. Taylor recommends:-

That G. Eric Hanson Associates Limited be advised that the following names are approved for use in the development by 455469 Ontario Limited (T-84013).

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

T-84013; F.02.07
RECOMMEND ADOPTION

7. Report dated September 11, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Proposed Street Names - John Rogers & Associates.

Mr. Taylor advises that John D. Rogers and Associates have submitted the following names for approval for use in a future development:-

VILLAGE VIEW
OLD VILLAGE VIEW

Mr. Taylor further advises that these names have been reviewed by the Region of Peel Street Names Committee with the following name being approved:-

VILLAGE VIEW

Mr. Taylor recommends:-

That John D. Rogers and Associates be advised that the name VILLAGE VIEW is approved for their exclusive use in a future development.

F.02.07
RECOMMEND ADOPTION

8. Report dated September 10, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Proposed Street Names, Proposed Plan of Subdivision (T-77047).

Mr. Taylor advises that United Lands Corporation Limited have submitted the following names for use in the above noted development:-

HEARTWOOD COURT
FOREST PRESERVE TRAIL
THE FOREST GREEN

Mr. Taylor further advises that these names have been reviewed by the Region of Peel Street Names Committee with the following name being approved by that group:-

HEARTWOOD COURT

Mr. Taylor recommends:-

That United Lands Corporation Limited be advised that the following name is approved for use in proposed plan of subdivision T-77047:-

HEARTWOOD COURT.

T-77047; F.02.07
RECOMMEND ADOPTION

9. Report dated September 10, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to proposed street names in the Dalewood Subdivision, 21T-81059M.

Mr. Taylor advises that the Proctor and Redfern Group have submitted the following names for approval for use in the above noted development:-

WESTWOOD WAY
DALEWOOD DRIVE
BLACKWOOD ROAD
BLACKDALE DRIVE
SPRUCEDALE ROAD
CEDARDALE DRIVE

Mr. Taylor advises that these names have been reviewed by the Region of Peel Street Names Committee with the following names being approved by that group.

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE

Mr. Taylor further advises that it should be noted that only one name is required for this development. The developer will select one of those names approved by Council and the remaining names will be removed from the Region of Peel list of reserved street names.

Mr. Taylor recommends:

That the Proctor and Redfern Group be advised that the following names are approved for use in Dalewood Subdivision (21T-81059M). (one name only to be selected).

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE.

T.81059; F.02.07
RECOMMEND ADOPTION

10. Report dated September 30, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to proposed street names - Lakeview Estates (Mississauga) II Limited (21T-79057).

Mr. Taylor advises that Lakeview Estates Limited have submitted the following names for use in the above noted development:-

ASHGLEN WAY
AVALON DRIVE
AVONDALE CRESCENT
BAYWOOD COURT
BRAEBAM COURT
BRIARWOOD COURT
EASTWOOD CRESCENT
ELMDALE CRESCENT
EVERGREEN CRESCENT
NESDALE CRESCENT

Mr. Taylor advises that these names have been reviewed by the Region of Peel Street Names Committee with the following names meeting with the approval of that group.

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

He advises that the remaining names were not approved due to duplication, spelling or pronunciation difficulties.

Mr. Taylor recommends:

That Lakeview Estates Limited be advised that the following names are approved for use in the Lakeview Estates (Mississauga) II Limited development (21T-79057).

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

F.02.07; T-79057
RECOMMEND ADOPTION

11. Report dated September 27, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Newspaper picked up for recycling.

Mr. Taylor advises that the following amounts of newspaper have been picked up for recycling.

	<u>August 1985</u>	<u>Total to Date from January 1985</u>
Robran Construction	107.88	1099.85 Tons
Mississauga Clean City Campaign	9.43	61.00 Tons
Boy Scouts	Not Available	204.18 Tons
Queenston Dr. Pubic School	Not Available	26.65 Tons

Mr. Taylor recommends:-

That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated September 27, 1985, with respect to newspaper pickup and recycling, be received.

12. Correspondence addressed to Mayor H. McCallion from Ms. Glenna G. McClelland, Secretary of Appeal, concerning municipal waste and, in particular, recycling, together with Mayor McCallion's reply.

F.05.04.05; F.08.07.02
RECOMMEND RECEIPT

13. Letter dated August 23, 1985, from Mr. Michael W. Basich requesting the municipality to undertake a program of improving accessibility to residential driveways by replacing or cutting the curbing as required.

Mr. Taylor advises that he will have a report on this matter available at the next meeting.

F.05.01
DIRECTION REQUIRED

14. Summary of Unfinished Business as of October 3, 1985.

A.03.04.06.01
RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

Our file : 12 111 00001
11 141 00039

1(a)

To: Chairman and Members of
Public Works Committee
Dept. _____

From: W. P. Taylor, P. Eng.,
Dept. Engineering & Works Dept.

P. W. DATE JUL 4 1985

June 26, 1985.

P. W. DATE Oct. 3/85

REQUEST FOR REPORT NOS: 88-85/ 89-85/ 90-85/ 91-85 and 92-85.

SUBJECT: Review of Winter Maintenance Activities/Service Levels.

ORIGIN: Engineering & Works Department

COMMENTS: As Committee is aware, much discussion has been undertaken within the past few months regarding our winter maintenance activities. We have been requested to report on various items concerning this matter. For clarification purposes, we will discuss the various aspects of winter maintenance under separate headings.

1. SNOW PLOWING

The present City policy with respect to road snow plowing provides that all priority routes including arterials, major collectors and collectors are plowed first. After they are open to traffic in a reasonable fashion, the internal (secondary) roads within a subdivision are then plowed.

The present system is designed to allow all roads to be passable within a 24 hour period for a substantial snowfall (4"+). For a very heavy snowfall (in excess of 6"), this time frame could be extended upto 48 hours. Other uncontrollable factors which affect the time schedules are temperature, humidity, type of snow, etc. Another controlling factor is the number of parked vehicles hampering the progress by blocking access to the plowing operations. Attached are pictures showing typical parking on residential streets (EXHIBIT I).

We would recommend that where parked vehicles hamper or block access to a street, the By-law Section of the Building Department give their full co-operation in a snow storm and concentrate on towing away vehicles that impede plowing operations.

As far as road plowing in general is concerned, we are of the opinion that the present level of service is reasonable however, every attempt will be made to improve the efficiency of the operation, both from an operating and supervision standpoint.

..... continued

Page 2....

To : Chairman and Members of
Public Works Committee

June 26, 1985

1(b)

2. Road Sanding and Salting

The level of service provided by the Corporation is that all arterials, major collectors and collectors receive the initial service and are treated with sand and/or salt depending on the temperature conditions. Internal subdivision roads only receive a sand/salt mixture (7:1). At intersections, steep grades and school zones, other than in the event of a severe ice storm, internal subdivision roads are not salted due to economics as well as environmental impact. There is really no reason for local residential streets to receive bare pavement treatment and since the arterial and collectors are now bare pavement service, we are of the opinion that there is no reason to expand the sanding and salting operations. For this reason we do not recommend any increase in the level of service for sanding and salting due to the high costs together with the environmental considerations.

3. Clearing Snow from Sidewalks

The present policy, as Committee is aware, is to plow and sand sidewalks on major arterial roadways, major collectors, sidewalks in front of senior citizen's complex and specific residential locations where there is a high volume of pedestrian use such as hospitals, schools, etc. The remainder of the sidewalks are not plowed at all. Each year, the Public Works Committee reviews the priority list and decides on any additions which are required over the previous year. The above policy covers approximately 40% of the walks in the entire City. It has been the practice of the Engineering and Works Department to contract a portion of this work out on an annual basis with the remainder being done by City forces. We have looked at this operation carefully and feel that it might be beneficial to undertake more sidewalk plowing by the City and less by the contractor and make a corresponding reverse change in the road plowing, salting and sanding.

In this way, the work can be carried out sooner in that some of the City forces would go directly on to sidewalk plowing and not wait until the road plowing is completed.

In 1984, we purchased an articulated sidewalk snow plow tractor which is adaptable for plowing as well as grass cutting. This proved to be one of the few machines that was able to move a substantial amount of heavy snow during last winter and we feel that if we are going to remain in the snow plowing of sidewalks, the existing fleet of sidewalk plowing equipment should be upgraded, depending upon the availability of funds in the vehicle replacement budget.

..... continued

1(c)
Page 3....

To : Chairman and Members of
Public Works Committee

June 26, 1985

We are also being subjected to ever increasing acres of boulevard mowing and there is no question that equipment capable of undertaking both tasks, (not withstanding that initial costs may be higher), are the best buys in the long run. We also recommend that the existing fleet not be upgraded in a one year period, but that a continuing programme over a 3-4 year period be implemented.

There are also numerous problems in sidewalk plowing such as parked cars in driveways either very close to or encroaching on the sidewalk and also the construction of curbs, fences and ornamental walls by residents which create obstructions to the snowplowing equipment as well as a hazard to the operators.

Attached are pictures showing typical curbs built by residents which are easily damaged by the snowplowing equipment (EXHIBIT 2). We can only suggest that by-law enforcement give total co-operation to the Works Department during winter storms in order to assist us in taking action in this regard.

4. SNOWPLOWING OF CULS-DE-SAC

The present practice is to plow snow in the usual manner with the initial pass to make the street passable and then follow-up as soon as possible with front-end loaders to clear the bulb area. The snow within the court is stock-piled in the centre of the bulb if room permits and on any available boulevard in front of the houses either around the court or at the entrance to the bulb. There has been an increase in the past few years of reduced frontages, a considerable number of which have double driveways and therefore far less frontage boulevard area is available thus reducing storage space considerably. Storage space required obviously depend on the amount of snowfall and the number of freeze/thaw cycles experienced during the winter. Probably culs-de-sac are the main source of residents' complaints during the winter season. Some of the typical examples are as follows:

- i) the stockpiling of snow in the centre of the court makes it difficult to manoeuvre vehicles.
- ii) if there is some kind of an island on the court, we are usually accused of damaging the shrubs or killing the grass.
- iii) the stockpiling of snow attracts children as a play area causing a dangerous situation.
- iv) the stockpiling of snow on the boulevard along the entrance roadway is disliked by the residents fronting thereon. They feel that the snow should be hauled away. Hauling of snow is extremely expensive and should be restricted only to business areas such as Port Credit, Malton, Clarkson, Streetsville, etc.

..... continued

Page 4...

To : Chairman and Members of
Public Works Committee

June 26, 1985

1(d)

It should also be pointed out that as more and more new development comes on stream, it appears that more and more culs-de-sac are created and therefore, the problem is certainly not going to decrease. In conclusion, we are of the opinion that additional front-end loaders are required to provide for a satisfactory level of service for culs-de-sac.

We are also attaching photographs of a typical cul-de-sac situations (EXHIBIT 3).

6. WINDROWS OPPOSITE DRIVEWAYS

We were requested to review North York's experience with respect to removing windrows from driveways in conjunction with our snowplowing operations. North York have used a device known as 'SNO-RID' which when lowered becomes an extension to the moldboard which can be used to reach into a driveway and push the windrow onto the boulevard. Two graders are required to be operated in tandem. The lead grader is equipped with a wing and plows the road filling in the driveway in the usual manner. The second grader is equipped with a SNO-RID which moves the snow from the driveways to the boulevard. A copy of the brochure on 'SNO-RID' is also attached for Committee's review (EXHIBIT IV). The attachment costs approximately \$4,000.00 and the cost of operation is approximately double as two snow plows are required instead of one. At the present time, our road snow plowing budget is in the area of \$800,000.00 and therefore this would be the magnitude of the additional costs involved.

Also, every year, we have extreme difficulty trying to allocate M.T.C. Subsidy available and the more we spend on winter maintenance, the less there is available for reconstruction and expansion of our road system. North York have also used snow blowers, however, we are of the opinion that these are not practical; as it necessitates the blowing of snow onto private property. These machines are somewhat suspect in terms of safety and they are very slow in relation to graders and plows. We would also point out that our yearly requirements for road snow plowing are approximately 80 plows and each year when we tender for this equipment, we barely obtain sufficient numbers to carry out the operations. To undertake additional activity without additional available equipment would seem not practical or sensible and the addition of City owned equipment which really can only be used for 4/5 months of the year is not warranted from a capital cost or operating standpoint.

We are therefore of the opinion that the City should not increase the level of service to provide removal of windrows at driveways especially having regard for winter conditions that this area historically experiences on the average winter season.

..... continued

(12) 5...

To : Chairman and Members of
Public Works Committee

June 26, 1985

Included in this subject is a request from Councillor Kennedy asking us to review a suggestion that was made by Mrs. Lawson of 1306 Lakebreeze Drive in a letter dated March 9th, 1985, copy of the letter is attached (EXHIBIT V).

The suggestion is that the City erect wheelchair signs at driveways of premises of wheelchair users and when the plow operator approaches such a driveway, he would then take time out to remove the windrow. We feel that this suggestion has merit not with standing the fact that it has some technical problems such as i) parked cars adjacent to driveways which would preclude the manoeuvring of the equipment, ii) at night time, it is probably not feasible to expect the operator to see the sign in all cases.

However, in general, we feel that this would be a worthwhile experiment to undertake during the 1985-1986 winter season for all driveways where the owner or occupant is a wheelchair user.

7. WINTER MAINTENANCE TENDERING AND STANDARDS.

The tender documents for road plowing, sanding and salting call for a standby rate which is stipulated by the City and an operational rate which is tendered by the contractor. With the ever increasing road system occurring in a developing City, the availability of equipment is becoming more and more scarce and we would recommend that a three year contract be called as early as possible both for snowplowing as well as sanding and salting.

Standby rate paid to the contractors must be fair and reasonable in order to ensure that their fixed costs are recovered and must be adjusted each year to reflect inflationary trends. Tender documents must clearly spell out the conditions and requirements expected by the Corporation and failure by any contractor to produce in accordance with the contract, must be counteracted by substantial monetary penalties. Also, in the event a contractor fails to produce in a continuous manner, his services must be terminated immediately. We would recommend that tenders for the winter maintenance equipment for the 1985/1986 winter season be called immediately and reflect the foregoing conditions.

8. SNOW PLOWING, SANDING AND SALTING PROCEDURES

An excellent suggestion came out of Public Works Committee to the effect that a seminar be held with the contractor's operators and City Staff prior to commencement of the winter season. It has been a practice of the Engineering Department to provide maps for each area outlining the contractor's route.

..... continued

Page 6...

To : Chairman and Members of
Public Works Committee

June 26, 1985

1(f)

Sometime in November this year, we will undertake a series of seminars in each district yard, to educate operators of the standards and workmanship expected and the problems and hazards associated with winter operations. This seminar will also cover the level of service expected by the operators. We will also include this requirement as a condition in the tender documents.

8. EDUCATING THE PUBLIC REGARDING WINTER MAINTENANCE

We would suggest that our Public Affairs Department be instructed to produce an information pamphlet to be distributed to the residents in an acceptable form. Such a brochure would explain level of service, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. etc. and requesting the co-operation of the residents.

9. FEASIBILITY OF PASSING A BY-LAW PLACING THE RESPONSIBILITY OF SIDEWALK CLEARING ON THE ABUTTING OWNER

This matter was addressed to Public Works Committee in a report dated February 20, 1985 and was referred to this meeting for discussion. A copy of this report is attached (EXHIBIT 6).

10. ADDITIONAL WORKS FACILITIES

Development in the north-west area of the City has seen a considerable increase in street and sidewalk mileage during the past decade and we have been utilizing the Streetsville Works Yard on William Street as a Satellite yard to service the west end of the Northern District.

We would recommend leasing a small wedge shaped property owned by Marathon Realty adjacent to the Works Yard to stockpile salt and sand during the winter period. The leasing of this additional property will only meet our needs for a two to three year period and we should be looking for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District. The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.

In this regard, we would therefore recommend that the Property Section of the Clerks Department be authorized to enter into a lease agreement for the property owned by Marathon Realty adjacent to the Streetsville Yard for an approximate three year term and that they investigate and recommend a suitable property in the Meadowvale area for a future satellite Works Yard of approximately 4 acres in size.

..... continued

Page 7...

19) To : Chairman and Members of
Public Works Committee

June 26, 1985

11. SIGNING OF STREETS FOR SNOW REMOVAL

After heavy snowfalls and depending upon what time of the year is involved, we have to undertake snow removal operations at various locations of the City. Typical locations are Queen Street in Streetsville, Lakeshore Road through Clarkson and Port Credit, Dundas Street through Cooksville, etc. These works are usually undertaken at night commencing around 9.00 p.m. and finishing around 7.00 a.m. the following morning, Monday through Saturday, and all day Sunday, depending upon the timing. One of the major obstructions to this operation is the parked vehicles in the business section on the roadway which require to be towed away.

We are suggesting that a temporary sign be placed on the roadway four hours prior to the work commencing in order to notify the car driver and residents in the area that snow removal operations will be commencing. The sign will be as shown on the attached drawing (EXHIBIT 7) and the by-law section of the Building Department will be notified at the same time in order that they can gear up for the towing operations.

Further, the Traffic By-law will be revised to implement this change for snow removal operations with a view to increasing the efficiency of the work. A list of the streets which we are proposing at this time is also attached together with the proposed sign.

RECOMMENDATIONS:

1. That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
2. That the present level of service for snowplowing, road sanding and salting remain as is.
3. That the Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
4. That the Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.
5. That additional front-end loaders be secured commencing in the 1985/1986 winter season to improve the level of service for culs-de-sac.

..... continued

Page 8...

To : Chairman and Members of
Public Works Committee

June 26, 1985

11(h)

RECOMMENDATIONS (cont):

6. That the City not implement a service to provide removal of windrows at driveways due to the high cost of carrying out such a service,
7. That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway. Further, the programme be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.
8. That the Works Department call a three-year contracts for snowplowing, sanding and salting in order to ensure the availability of equipment.
9. That tenders for the winter maintenance equipment for 1985/1986 winter season be called immediately and reflect the conditions outlined earlier in the report dated June 26, 1985 from the Commissioner of Engineering and Works.
10. That the Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.
11. That the Public Affair Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering and Works Department.
12. That the Property Department lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District. The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.
13. That a temporary sign be placed on the roadway four hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.

..... continued

1(i)

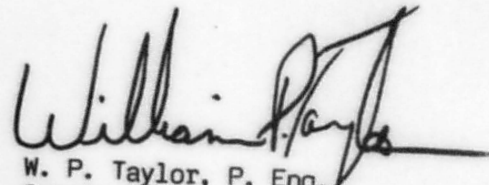
Page 9...

To : Chairman and Members of
Public Works Committee

June 26, 1985

RECOMMENDATIONS (cont):

14. That a by-law be enacted to amend By-law 444-79 as amended to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

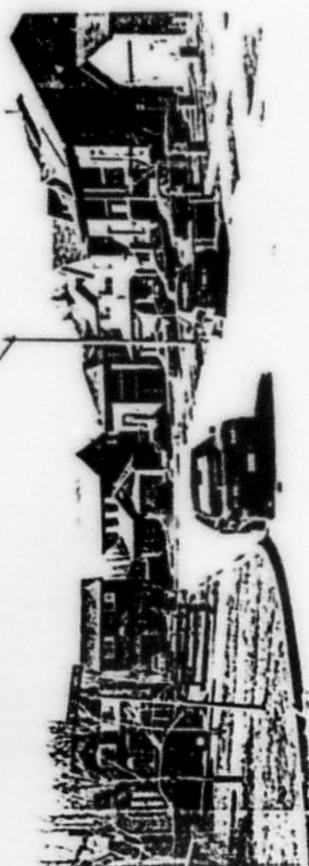
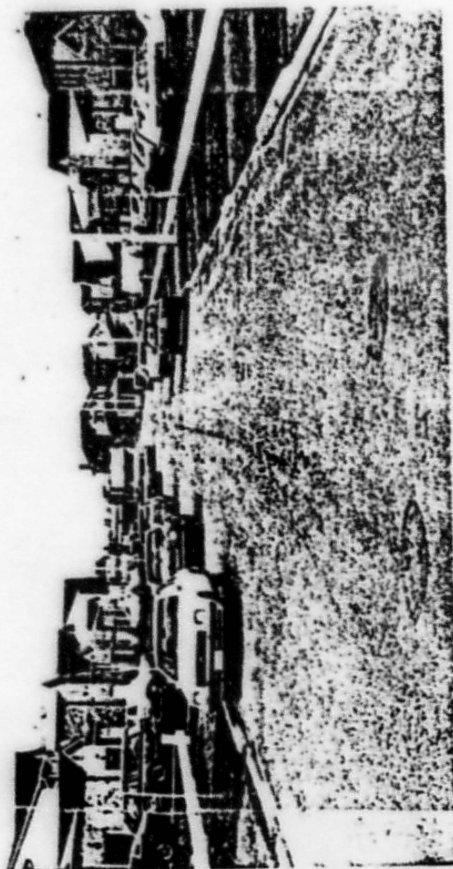
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cc : City Manager's Office.

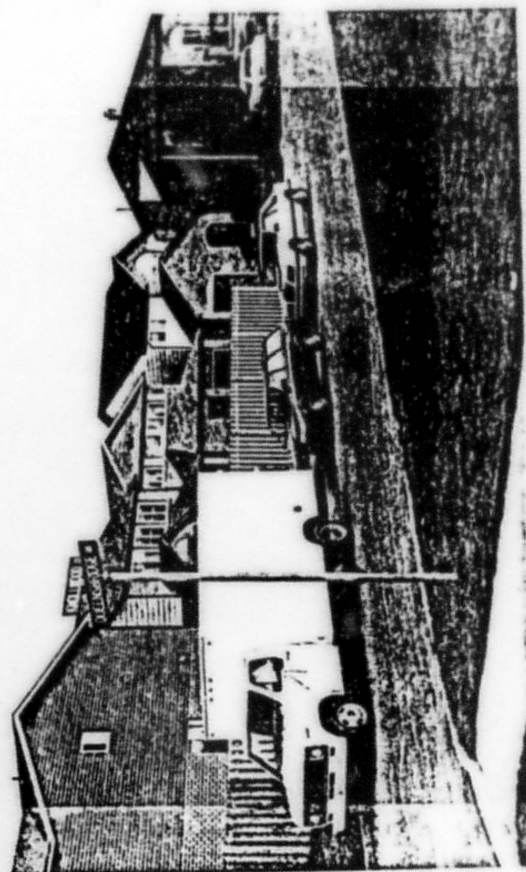
SHEET NO. 1

THE PLOW OPERATORS FIND IT EXTREMELY DIFFICULT TO PLOW
AREAS WHERE CARS ARE PARKED VIRTUALLY * BLOCKING THE
ACCESS TO THE STREET. DURING WINTER PERIODS THE CARS
ARE PARKED FURTHER AWAY FROM THE CURB THAN IS SHOWN
DURING THE SPRING PERIODS

19j)

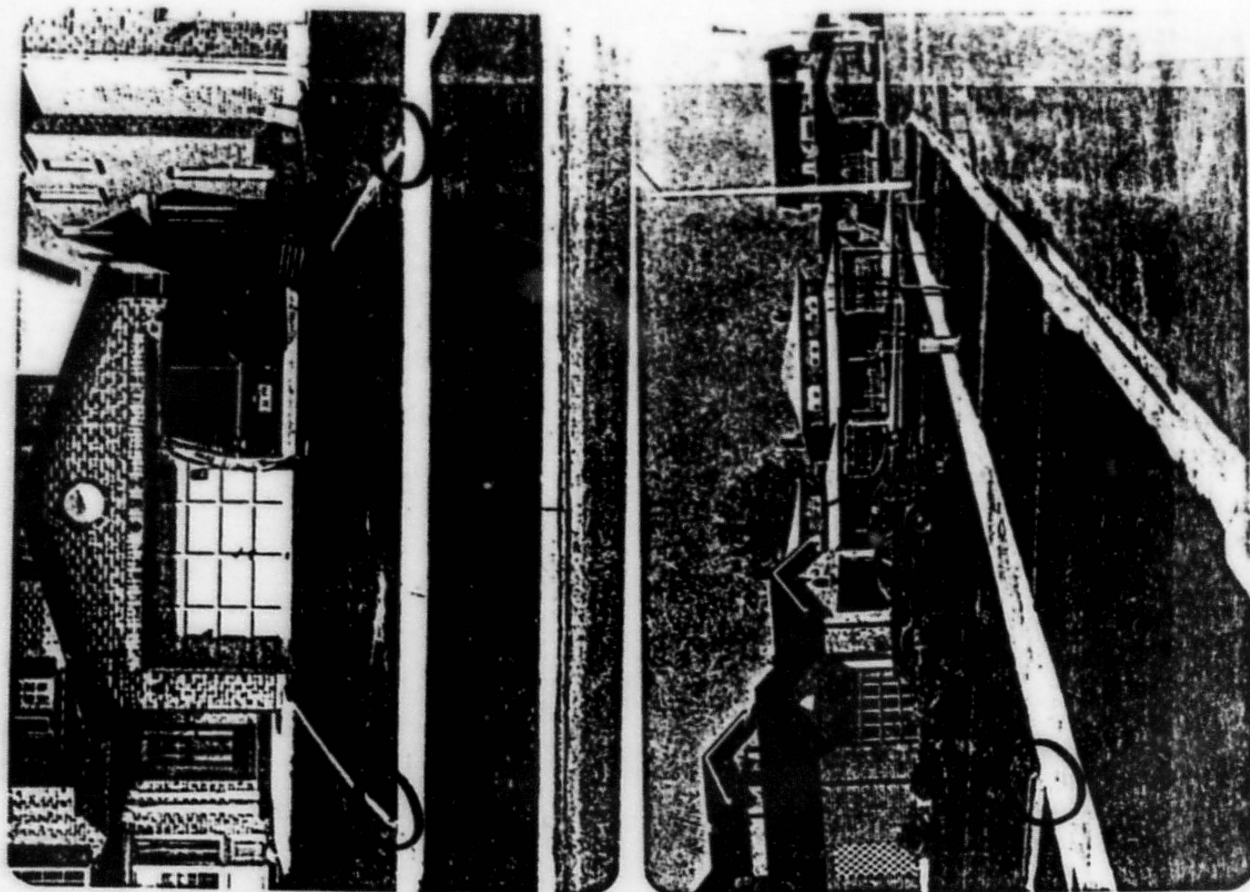


1(k)



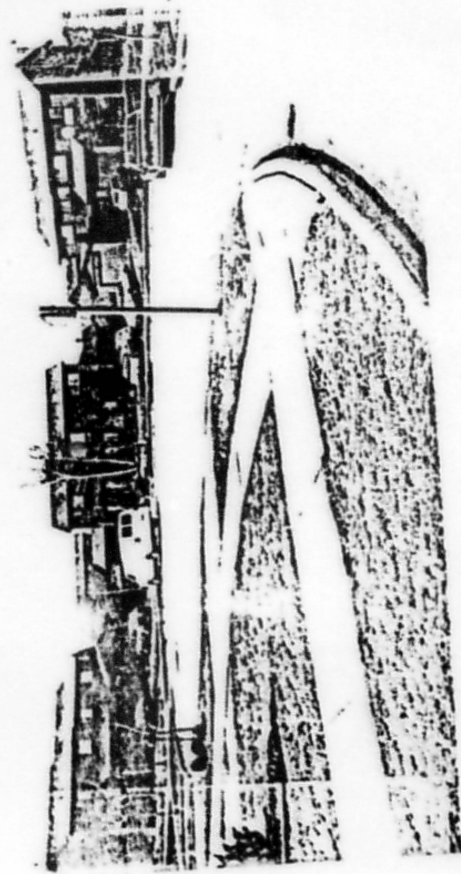
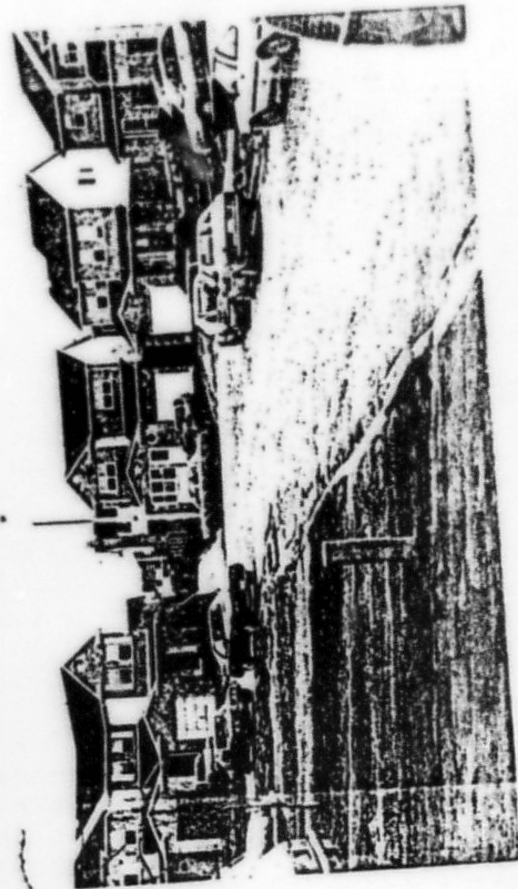
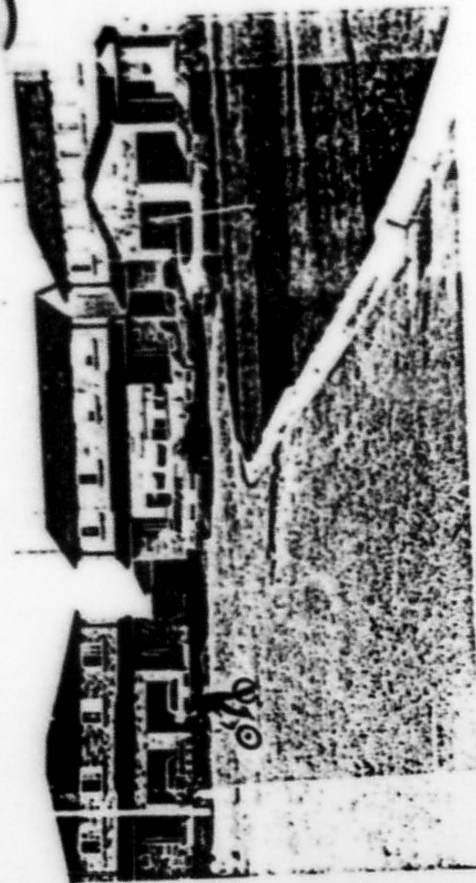
WE HAVE ILLUSTRATED WITH PHOTOGRAPHS THE TYPE
OF CURBS THAT ARE HAZARDOUS TO SNOW
PLOWING OPERATIONS

1(c)



PARKING PROBLEMS EXPERIENCED IN CULS-DE SAC

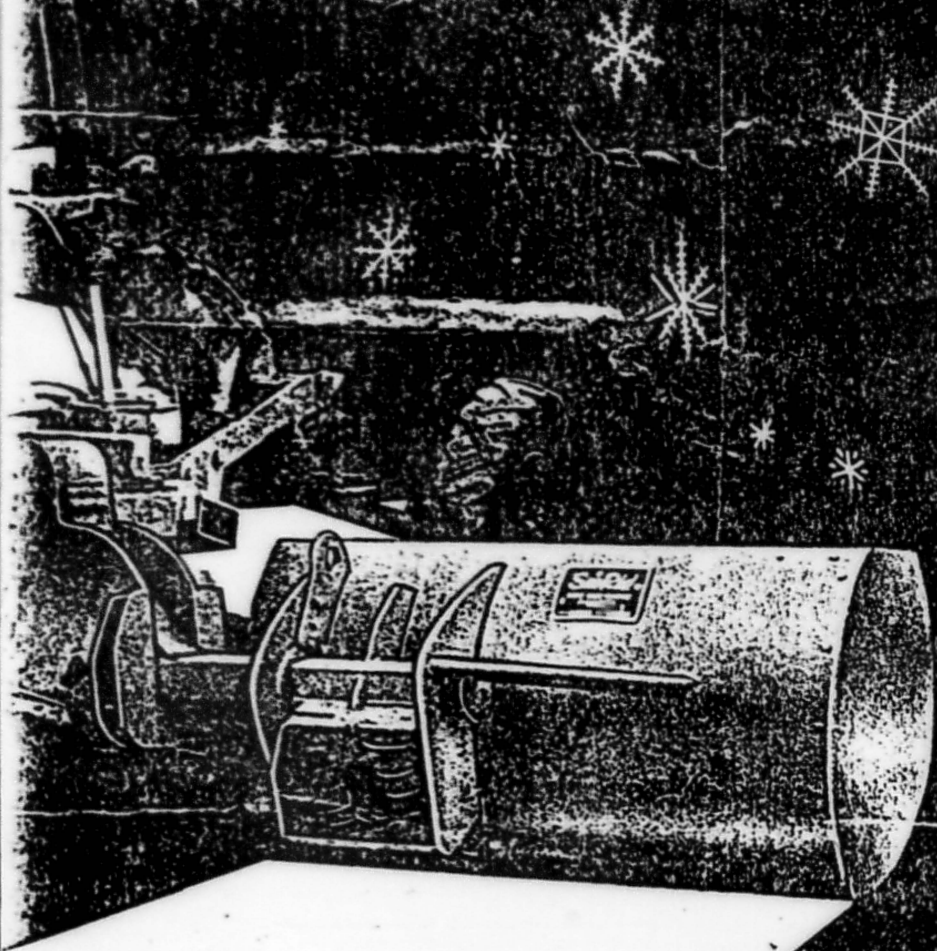
1(m)



1(n)

Sno-Rid

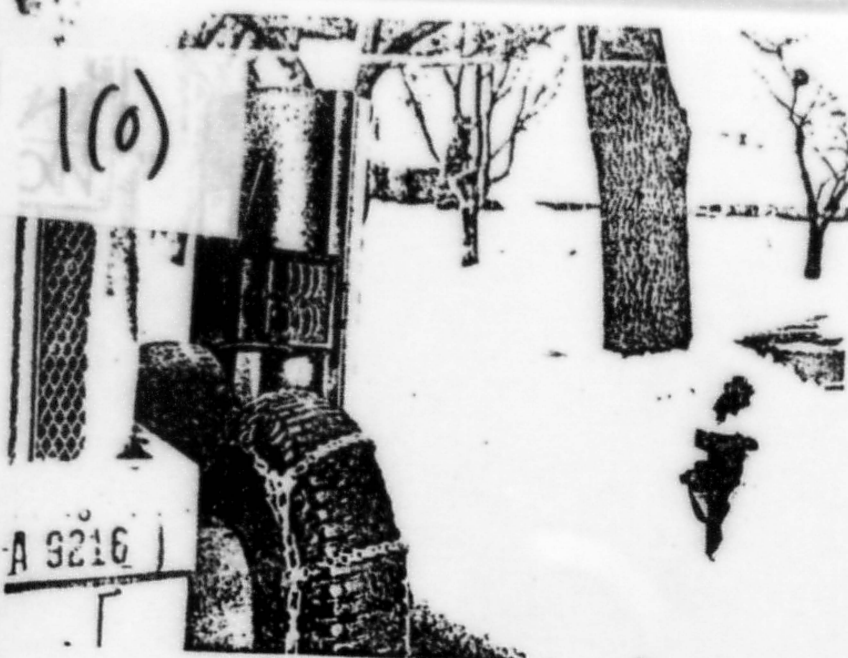
THE HYDRAULIC SCRAPING ATTACHMENT
THAT CLEANS AS YOU PLOW



INTERSECTIONS
APPROACHES TO
DRIVEWAYS
CROSSWALKS
ALLEYS
FIRE HYDRANTS
ETC. ETC. ETC.

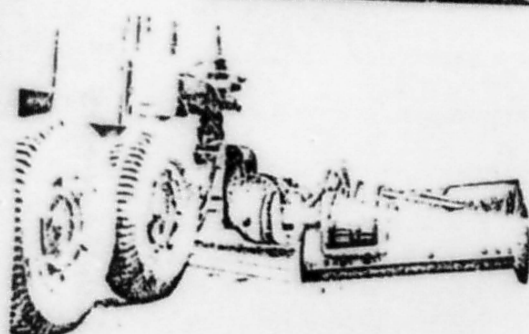
ELIMINATES
THOSE
SNOW
RIDGES
ORDINARY
PLOWS
LEAVE
IN:

Manufactured by
NEWMARKET SUPPLY COMPANY
NEWARK, CALIFORNIA
CANADA



Sno-Rid

RAISES VERTICALLY —
to miss poles, trees, signs, etc.



SPRING LOADED

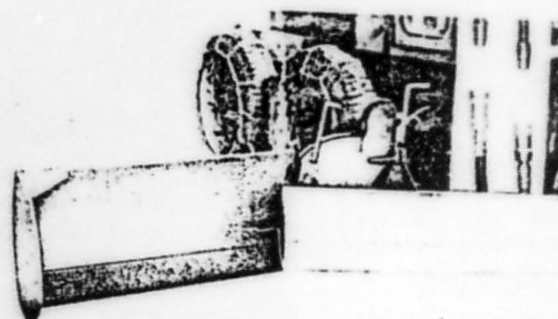
(ADJUSTABLE)

Scraper is Spring Loaded to compensate for curbs and unseen obstructions.



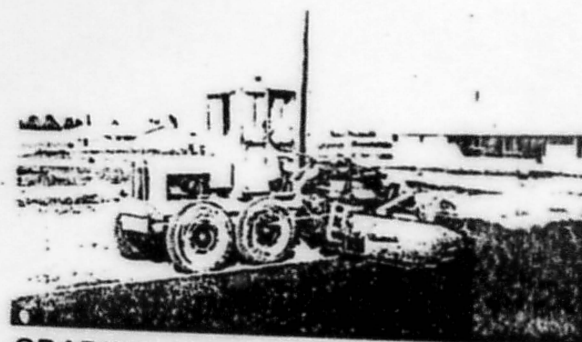
AUTOMATIC RESET

Scraper Blade automatically Snaps into Proper Position after striking unseen obstruction. Adjustment screw "A" provides proper scraping tension.



EZ-SCRAPER MOUNT

Attached into position in minutes by two pins and two hydraulic couplers.



GRADING AND BACK FILLING

Eliminate! Heavy machinery on soft lawns while back filling behind curbs.

SOLD BY

Made in Canada by
NEWMARKET SUPPLY COMPANY
NEWMARKET, ONTARIO CANADA

Sno-Rid

INSTALLATION
INSTRUCTIONS

COD

1(p)

1. Place the maintainer on level floor. **THIS IS VERY IMPORTANT AND IS A MUST.**
2. Swing the right hand end of the maintainer moldboard to operating position.
3. Position or shift the maintainer moldboard so that the snow discharge will be at least 18" beyond the maintainer tires.
4. Rest the maintainer moldboard on the floor.
5. Rotate the cutting angle of the maintainer moldboard from dirt cutting angle to snow removal angle as illustrated in example, Fig. 1. Distance "X" varies according to curvature of the maintainer moldboard or at the option of the operator. If this distance is unknown: X equals approx. 7" for a 24" moldboard. X equals approx. 5" for an 18" moldboard.
6. Slide the hydraulic casing section of the Sno-Rid behind the maintainer moldboard as shown in Fig. 2. Push this unit toward the maintainer moldboard until the main hinge (1-1/4" pin) and the shear hinge, as shown in Fig. 4, are both about 1/2" from the maintainer moldboard.
7. Place a jack under the hydraulic casing section as illustrated in Fig. 2 with the top of the jack directly in line with the large 3-1/2" square arm. Elevate the jack until the zerk on the arm bolt is about 14-1/2" from the floor. Check the casing section with plumb line or square as shown in Fig. 2. If slightly tipped, move jack over slightly. Recheck 14-1/2" dimension. Raise or lower end of Sno-Rid to keep plumb and 14-1/2" dimension.
8. Rotate the Sno-Rid so that the top of the moldboard is approximately 3 inches advanced from the cutting edge of its blade as shown in Fig. 3. Use wooden blocks to shim under the spring section to hold Sno-Rid in position as shown in Fig. 2.
9. Use a carpenter square and place it just above the Sno-Rid's 6" blade as illustrated in Fig. 4. Place the angle of the square 1/4" from the inside edge of the Sno-Rid and move the Sno-Rid laterally until the square is against the end of the maintainer moldboard. Check with plumb line or with a carpenter square, as shown in Fig. 2.
10. Assemble the mounting brackets (center portion of 2 hinges) onto the Sno-Rid and insert the pins. Swing forward against the maintainer moldboard. If the mounting brackets do not fit, cut away excessive metal with cutting torch to conform with maintainer moldboard curvature. **NOTE:** On side shift moldboards it is sometimes necessary to use deeper mounting brackets to allow Sno-Rid hinge to miss the side shift end trunnion on back of grader moldboard.
11. Check all previous dimensions. The Sno-Rid is now in proper mounting position. You are now ready to weld mounting brackets of Sno-Rid. Most maintainer moldboards contain some spring steel. Accordingly, weld the Sno-Rid mounting brackets onto the maintainer moldboard with a low hydrogen arc rod. (Lincoln Fleetweld #LH 90 or equal). Overlay welding may be done with a welding rod equal to Lincoln Fleetwood #7M P.
12. First tack weld the large (1-1/4" pin) bracket onto the maintainer moldboard. Do not tack weld the 1/2" shear pin bracket at this time. Completely weld the large bracket on all sides — inside and outside. You may remove Sno-Rid for welding this bracket. When the welding on hinge bracket is 100% completed, replace Sno-Rid and insert 1-1/4" pin in bracket. Raise the maintainer moldboard until the Sno-Rid is off the floor and hanging on the 1-1/4" pin and bracket only.
13. Use 1/2" shear pin in bracket and tack weld shear pin bracket in place. It is imperative that the 1-1/4" hinge pin and 1/2" shear pin be in place **during the entire welding of the shear pin bracket.** If this procedure is not followed, considerable difficulty will be encountered in attaching and detaching.
14. When both brackets are welded complete — inside and outside, remove 1/2" shipping bolt as indicated by arrow in Fig. 2.
15. Remove the two 1/2" plugs screwed into the hydraulic cylinder. They were temporarily inserted for shipping purposes to keep moisture and dirt out of the cylinder. Screw into their place two (2) ten foot hoses. Find hoses in separate shipping box. Hose "A" (without restrictor) should be attached to lower port of Sno-Rid's cylinder. Hose "B" (with flow restrictor) should be attached to upper port of cylinder. Install the two male hose connections onto the maintainer hydraulic system about 7 feet from the cylinder.

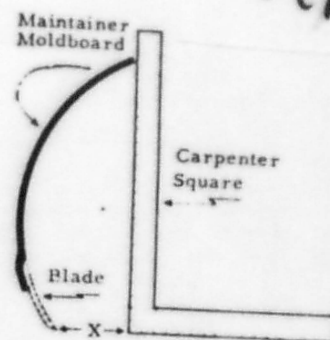


FIGURE 1

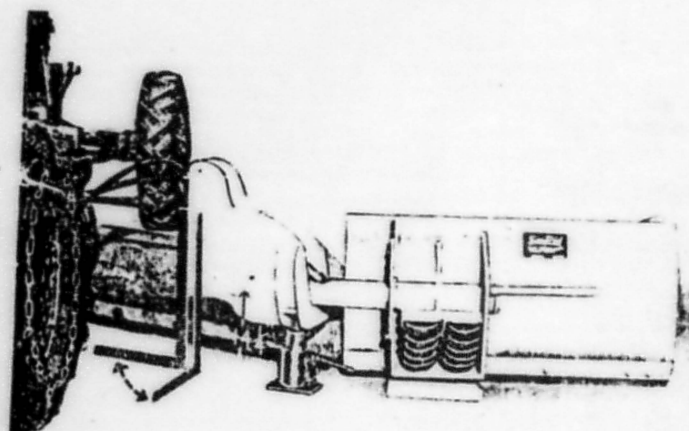


FIGURE 2

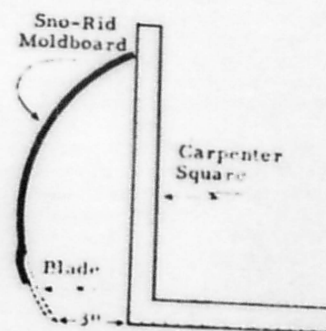
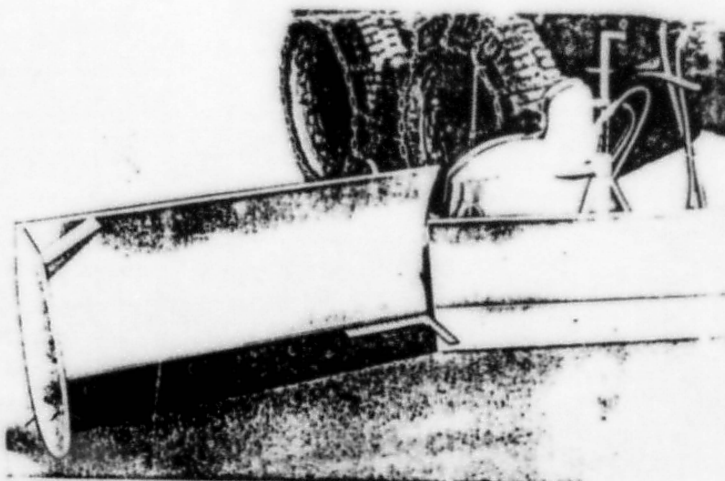


FIGURE 3

16. Oil flow restrictor is installed on Hose "B". Due to the varied capacity of hydraulic pumps (gallons per minute) some method of controlling the speed of the Sno-Rid is necessary. This oil flow restrictor (M8M needle valve, or equivalent) should be mounted in grader cab so grader operator can "set" valve at its most efficient position. Test the number of times you can raise and lower the Sno-Rid in one minute by actuating the Sno-Rid's control valve as fast as possible after each cycle. Increase or decrease the oil flow until the Sno-Rid can be raised and lowered 12 times in one minute. Faster speed only produces unnecessary strain and jar on the Sno-Rid and motor grader.



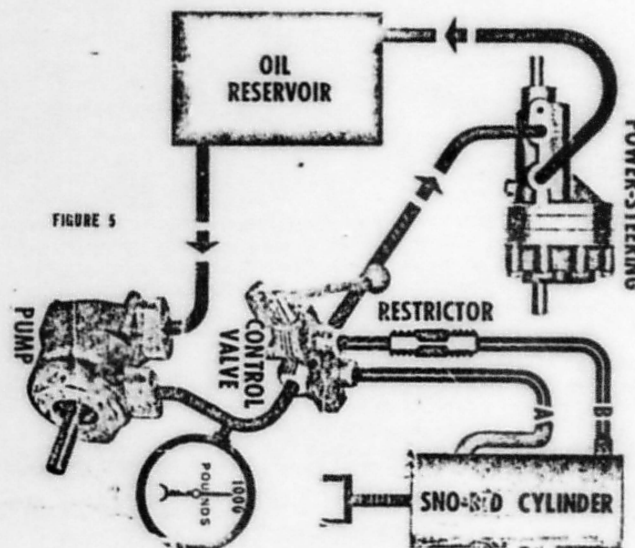
17. At this point you must determine the control valve you will use to operate the Sno-Rid. Should the existing scarifier control valve be used to operate the Sno-Rid, the M8M needle valve may not be needed, as scarifier valve controls oil flow and volume. If a separate control valve is installed to operate the Sno-Rid on maintainers with power steering and/or hydraulic controls, the Sno-Rid valve should, if at all possible, be inserted into the system as the first valve on pressure side of pump. Failure to do so will cause the Sno-Rid to be slower than normal or inactive when other hydraulic systems are in use.

18. Once the control valve is installed and attached to hydraulic system run the two lines outside of cab and screw into place the two male hose quick connects. These quick connects should be installed approximately 7 feet from Sno-Rid cylinder. Attach Hoses "A" and "B" to male hose connections.

19. Your Sno-Rid is now ready to operate. Raise and lower a few times and check to see if you have any hydraulic leaks. If not, lower the Sno-Rid and continue holding the valve down to keep full pressure on Sno-Rid cylinder for about one minute. This will purge all air out of the system.

LOW OIL PRESSURE
WILL CAUSE THE SNO-RID TO STALL OUT OR FAIL

20. Check hydraulic pressure at a point as indicated by the oil pressure gauge, illustrated in Figure 5. Adjust by-pass on hydraulic system to 1000 pounds per square inch. Weak by-pass springs or worn out pump will not deliver oil to the 1000 PSI requirement. Belt slippage on the fuel pump will also cause low oil pressure.



OPERATORS NOTICE

21. FOR DIRT WORK: Turn spring tension screws tight. Use 7/16" shear pin or lighter. Insert 1/2" bolt into sliding link to eliminate free floating action.

22. FOR SNOW REMOVAL: Loosen spring tension screws about 1-1/2". Use 3/8" shear pin or lighter. Remove 1/2" bolt in the sliding link to allow free floating action.

23. SHEAR PINS are your protection against damage of the 3-1/2" square arm at ground level. This company nor any of their sales outlets are liable for property damage resulting from the Sno-Rid striking action.

24. GREASE all zerks and inner casing areas that are in contact with the 3-1/2" square arm.

Distributed by:

NEWMARKET SUPPLY & MFG COMPANY
NEWMARKET, ONTARIO CANADA



City of Mississauga

MEMORANDUM

(2) ①

Outstanding 1/2

To W. P. Taylor, P.Eng.

From Councillor H. Kennedy

Dept. Engineering and Works

Dept. Ward 1

May 17, 1985

Would you review the attached letter from Mrs. Lawson and if there is any merit in her suggestion, prepare a report for the next Public Works Committee agenda.

As well, I spoke with John Thomas recently and I would request that the Indian Valley Trail report be on the Public Works Committee agenda scheduled for May 30, 1985.

Thanks

H. Kennedy/c

Harold E. Kennedy
Councillor - Ward 1

/cc

cc: J. W. Thomas

*may 23/85
cc
JW*

ENGINEERING & P.W. DEPT.	
RECEIVED	
MAY 21 1985	
<i>WPT</i>	<i>WPT 85/05/22</i>
<i>ALMC</i>	
<i>Given</i>	

(15)

RECEIVED

MAR 11 198

COUNCILLORS

Mississauga, Ontario
L5C 3W6.

Mar 9th /85

Phone 278-2517

Dear Sir:

My husband is a Stroke & Heart Victim and he uses a wheelchair. He is 76 years of age and I am 65. I look after him at home myself. I need our driveway clear at all times for Doctor, Lab. Ambulance when needed. and Transhelp Bus when he is able to go to Daycare, etc. During the past snow storms I had a driveway cleared and the snow plough comes and fills it in again. I have a suggestion I would like you to approve and bring before Council. Could the City of Mississauga erect wheelchair signs in driveways of wheelchair users. These are similar parking space signs. I have heard of these signs being erected by other towns etc. This would enable the operators of snow removal equipment to miss such driveways. I realize snow removal is a big problem and we appreciate the fifty (\$50) dollar grant given to us by the city for snow removal expenses. It is also hard sending people to do the work for us. Would you please see if my suggestion can be approved. Any help in solving our problem would be appreciated. I would like to hear from you in the near future concerning this matter. Thanking you kindly

Yours Sincerely
Margaret Lawson
(Mrs Norman H.)



City of Mississauga

MEMORANDUM

Files: 12 111 ()
12 211 ()
11-141 ()

1(t)

To: Chairman and Members of the
Public Works Committee
Dept.:

From: Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

REPORT REQUEST NO. 41/85

February 20, 1985

SUBJECT: Sidewalk Snow Plowing

ORIGIN: Engineering and Works

COMMENTS: Council, at its meeting on February 11, 1985, referred the entire matter of sidewalk snow plowing and sanding to us for a report to Public Works Committee. The following items were to be addressed in the report:

- a) Consideration of the implementation of a by-law which would place the responsibility of sidewalk snow plowing on the adjacent property owners, the cost involved to enforce such a by-law, and the effect of such a by-law which exists in Toronto and Etobicoke;
- b) The cost to the City when the original sidewalk snow plowing by-law was in existence wherein the City was responsible for the plowing of sidewalks, and the budget amount to the City if such a by-law were implemented at this time.
- c) Cost to the City of damage to curbs and lawns by snow-plows.

With respect to the by-law we were requested back in 1979 to prepare one. Attached is a copy of the Draft By-law together with our report for your information. The intent of this by-law was to require the Owner of any building which fronted on a sidewalk to clear that sidewalk within 24 hours after the snow had stopped. The City was to clear all sidewalks on all reverse frontage streets which were shown on Schedule 'A' of the attached by-law. We are also attaching a copy of the City of Toronto's notice which is advertised in the paper each year concerning their by-law which requires the abutting Owners to clear the snow and ice from the sidewalks within 12 hours after a snowfall. We recommended against this by-law and suggested that we undertake a City-wide sidewalk clearing programme based on priority and selected sidewalks that would be done which would be determined on the basis of need and the volume of pedestrian traffic to which the

1(u)
Chairman and Members of the
Public Works Committee
February 20, 1985
Page 2

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

sidewalk was subject to: i.e. - main arterial roads, neighbourhood collectors, sidewalks adjacent to schools, transit routes, old age homes, hospitals, etc. This was implemented in 1980 and has been reviewed each year in the Summer to see which streets should be added. The last official approved plowing and sanding routes are shown on the attached map entitled 1984 Sidewalk Plowing and Sanding Priorities. Attached is a copy of our report at that time together with the approval of Council. We are still of the opinion that this policy has worked reasonably well and cannot see any reason to expand the programme on a City-wide basis.

With respect to the costs involved in snow plowing, it is extremely difficult to give Council accurate estimates in, that obviously the cost depends on how much snow we receive in any given year. Naturally, in a very mild Winter the cost is extremely low and in a Winter which has a lot of snow the cost is quite high, however, we shall endeavour to give some guidelines as to cost. It should be pointed out, as Committee is aware, sidewalk plowing is a non-subsidizable item and therefore the total cost is borne by the City. The 1983/84 season was, in our opinion, fairly average and the sidewalk plowing costs were in the area of \$200,000.00 (budget was \$227,000.00). The expenditures to date in the 1984/85 season are approximately \$230,000.00 (it should be pointed out that this expenditure only represents from January 1st as any expenditures in December 1984 were reflected in the 1984 budget). Assuming that an average expenditure is \$230,000.00 to plow under the existing policy, under an average Winter this expenditure would rise to approximately \$650,000.00 if all sidewalks were plowed. The rationale for arriving at that figure is based on the following:

- a) Approximately 40% of the total sidewalks are now plowed;
- b) The existing sidewalks are fairly long, straight, and good production can be achieved;
- c) The remaining sidewalks (60%) are in very low volume residential type areas with many bends and culs-de-sac and therefore we have reflected a slight increase in cost over a straight pro-rata interpolation.

As far as the cost of damage to lawns is concerned, this is another area where the expenditures are up or down depending on whether sod is frozen or not. We would suggest

Chairman and Members of the
Public Works Committee,
February 20, 1985
Page 3

1(w)

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

however, a \$10,000.00 to \$15,000.00 figure is reasonable.

With respect to the enforcement of a by-law, we feel that this would be under the jurisdiction of the Building Department and although we do not see an increase in staff being required due to the short duration of the problem we feel that the Commissioner of Buildings should report directly on this matter.

As far as expanding the sidewalk programme is concerned to cover all sidewalks in the City, we are of the opinion that this would be a poor investment especially having regard for the Current Budget.

RECOMMENDATIONS:

1. That the City continue with its present policy on clearing sidewalks based on a priority system and that the sidewalks to be plowed be reviewed annually by the Public Works Committee as has been done in the past.
2. That the implementation of a by-law which would require all of the abutting owners to clear their sidewalks other than those plowed by the City be discussed at a future Public Works Committee prior to the 1985/86 Winter season.

AEM:dw
Attach's.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. D. J. Debenham

1(W)

an and Members of the
Works Committee

From Mr. William P. Taylor, Comm

Dept. Engineering and Works

P. M. DATE JAN 17 1984

July 25, 1979

Request No. 14-79

SUBJECT: Snow removal from City sidewalks.

ORIGIN: Council Resolution No. 160 - February 26, 1979.

COMMENTS: City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

It should also be noted that Council, during its 1979 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending to continue to plow are attached. The by-law relating to this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately \$200,000.00. The estimated cost if the City only plowed the reverse frontages, as outlined in Schedule 'A' of the by-law, would be the order of \$90,000.00 which would result in a savings of approximately \$110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is \$160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as the snow removal equipment are called during the last two weeks in August of each year.

Chairman and Members of the
Public Works Committee
July 25, 1979
Page 2

1(x)

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS: 1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw
Attach's.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie
Mr. D. Debenham
Ms V. MacLean

1(y)



BY-LAW NUMBER _____

A By-law to provide for the clearing away and removal of snow and ice from sidewalks on highways.

WHEREAS, a by-law may be passed by Council under paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c. 234 for clearing away and removing snow and ice from sidewalks on the highway in front of, alongside or at the rear of any occupied, unoccupied building or vacant lot, at the expense of the owner.

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a sidewalk on a highway in front of or alongside or at the rear of an occupied or unoccupied building or vacant lot in the City of Mississauga within 24 (twenty-four) hours of the time that the snow, hail or other precipitation has ceased, the Commissioner of Engineering and Works, or his designate or agent may at the expense of the owner of the building or lot cause such snow or ice to be removed, and shall keep an account of all expenses relating to the removal, and the expenses may be collected or recovered from the owner in any lawful manner including in the like manner as municipal taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970, c. 234 as amended.

2. The provisions of sub-section 1 do not apply to public walkways, pedestrian overpasses, sidewalks abutting municipal property, or those sidewalks set out in Schedule "A" attached hereto.

1(2)

HAYOR

CLERK

APPROVED
AS TO FORM
ON 10/10/50
HILL SAUNDERS
10/10/50

1(aa)

Copenhagen Road East Leg	Derry Road	260' North (Oslo)
Copenhagen Road East Leg	Derry Road	366' North
Falconer Drive	West 156' South of Bow River	Park Street
Creditview Road	West Kenninghall Blvd.	924' North
Creditview Road	West Kenninghall Blvd.	618' South
Glen Erin Drive	East 433' South of Montevideo Rd.	234' South
Glen Erin Drive	West Inlake Court	Windwood Drive
Glen Erin Drive	West 144' North of Inlake Court	Montevideo Rd.
Montevideo Road	East Aquitaine Avenue	348' South
Montevideo Road	East Aquitaine Avenue	642' North
Aquitaine Avenue	North Millcreek Drive	Montevideo Road
Aquitaine Avenue	South Millcreek Drive	Montevideo Road
Millcreek Drive	West Aquitaine Avenue	354' North
Millcreek Drive	West Derry Road	996' South
Millcreek Drive	West 180' North of Derry Road	192' South of The
Glen Erin Drive	East 144' North of Council Ring	600' South of The
Glen Erin Drive	West 150' North of Council Ring	Collegeway
The Collegeway	South 66' West of Windjammer Rd.	462' South of The
The Collegeway	North 144' West of Spruce Needle Drive	Collegeway
Winston Churchill Blvd.	East 316' North of #5 Highway	156' East of Coun
Winston Churchill Blvd.	East 1,692' North of #5 Hwy.	Ring Road
Winston Churchill Blvd.	East 132' North of Frankston Rd.	216' East of
Winston Churchill Blvd.	East 762' North of Frankston Rd.	Council Ring Rd.
Winston Churchill Blvd.	East (North of #3311)	960' North of #5
Burnhamthorpe Road	North side of #3341	(Watercourse)
Winston Churchill Blvd.	North Winston Churchill Blvd.	2,100 North of #5
Church Street	East The Collegeway	Hwy
Battleford Road	West 270' South of Ontario St.	690' North of Fr
Shelter Bay Road	South Walkway	ston Road
Tours Road	West Arvida Circle	912' North of
Tours Road	North Crickadorn Court	Frankston Road
Tours Road	South Winston Churchill Blvd.	(South of #3311)
Dundas Street West	South Glace Bay Road	South side of #3
Dundas Street West	North Wolfedale Road	Tamagoch Gate
Dundas Street West	North Brindale Station Road	Burnhamthorpe Rd
Dundas Street West	North The Credit Woodlands	336' South of
Dundas Street West	South Winston Churchill Blvd.	Ontario Street
Erindale Station Road	West Dundas Street	744' West
Erindale Station Road	West Forestwood Drive	660' South
Erindale Station Road	West McBride Avenue	35' West
Erindale Station Road	East Forestwood Drive	Glac Bay Road
Wolfedale Road	West Dundas Street	265' East
Horncastle Street	West Railway Tracks	Cedarglen Gate
Horncastle Street	East Railway Tracks	1,600' West
Burnhamthorpe Road East	South Hwy. #10	Winston Churchill
Burnhamthorpe Road East	South Central Parkway	Boulevard
Burnhamthorpe Road East	South Gauthra Road	Windemoya Road
Burnhamthorpe Road East	South 1,500' East of Tomken Rd.	Forestwood Drive
Burnhamthorpe Road East	South Autumn Harvest Drive	McBride Avenue
Burnhamthorpe Road East	South Golden Orchard Drive	Railway Tracks
Burnhamthorpe Road East	South Havenwood Drive	750' North
Burnhamthorpe Road East	South Fieldgate Drive	Forestwood Drive
Burnhamthorpe Road East	South Ponytrail Drive	1,600' North
Highway Drive	South Fieldgate Drive	Fairview Drive
ie Road	West Burnhamthorpe Road	Cookville Creek
ie Road	West Windline Trail	Gauthra Road
ie Road	West Bloor Street	Tocken Road
ie Road	West Forestwood Drive	Autumn Harvest
		Drive
		Golden Orchard 1
		Dixie Road
		Fieldgate Drive
		Hydro Right-of-Way
		Fieldgate Drive
		Havenwood Drive
		Windline Trail
		Bloor Street
		Golden Orchard
		Verdian Road

1 (bt)

Dixie Road	Golden Orchard Drive	Little Ebbles Creek
Bloor Street East	North Central Parkway	Hyacinthe Blv.
Bloor Street East	North Hyacinthe Boulevard	Mississauga V. Boulevard
Bloor Street East	North Mississauga Valley Blvd.	Cawthra Road
Bloor Street East	South Cawthra Road	Mississauga V. Boulevard
Bloor Street East	South Mississauga Valley Blvd.	Michelle Row
Bloor Street East	South Michelle Row	Central Pkwy.
Central Parkway	East Cliff Road	Bloor Street
Central Parkway	East Bloor Street	Mississauga Valley Blvd.
Central Parkway	East Mississauga Valley Blvd.	Burnhamthorpe
Queensway West	North Stillmeadow Road	1,500' East
Queensway West	North Havis Road	1,100' East
Queensway West	North Havis Road	Daniel Way
Queensway West	North Damien Way	Rosemary Drive
Queensway West	North Rosemary Drive	Old Carriage 1
Havis Road	East Paisley Boulevard	Louis Drive
Havis Road	East Louis Drive	Queensway
Havis Road	West Dundas Street	Paisley Blvd.
Havis Road	West Paisley Boulevard	Louis Drive
Havis Road	West Louis Drive	Queensway
Stavebank Road	East Queensway	Isabella Avenue
Lakeshore Road	South Greenwood Drive	500' East
Lakeshore Road	South Balboa Drive	348' West
Embassy Avenue	West The south limits	160' North
Southdown Road	East Bonnyede Drive	1,000' South
Southdown Road	West Truscott Drive	430' South 1
Southdown Road	West Ontario Hydro Right-Of-Way	990' North 1
Dundas Street West	South 150' East of Winston Churchill	500' East of Woodchester Dr
Dundas Street West	South 500' East of Liruma Road	500' West of 1
Derry Road East	North C.N.R. crossing east of Airport Road	Fitch Line W. 1,250' East
Derry Road East	North 500' east of Goreway Dr.	Heatherbrae Rd.
Rimwood Road	West Rensdale Boulevard	Northerly 250'
Goreway Drive	West Nashua Drive	1,500' South
Torben Road	West Ranningbrook, School lot line	
Torben Road	West Bloor Street, School lot line	
Torben Road	West School lot line, Flagship	
Torben Road	West Flagship, School lot line	
Torben Road	West School lot line, Pymal Road	
Torben Road	East Nursery Lot line, Ranningbrook	
Torben Road	East Ranningbrook, Bloor	
Torben Road	East Bloor, Flagship	
Torben Road	East Flagship, Kimeric	
Torben Road	East Kimeric, School walk way	
Cliff Road	West Rhonda Valley, Rhonda Valley	
Cliff Road	West Rhonda Valley, Mississauga Valley Blvd.	
Cliff Road	East Lot line of town homes, Karen Park	
Cliff Road	East Karen Park Cres., Karen Park Cres.	
Cliff Road	East Karen Park Cres., lot line of town homes	

(cc)

TORONTO STAR, MONDAY, DECEMBER 3, 1984/A13



City of Toronto

Help keep sidewalks clear of snow and ice this winter

City of Toronto property owners and occupants are required to clear snow and ice from sidewalks abutting their property as often as required, and no later than 12 hours after a snowfall.

Those who fail to do so are liable to receive a summons under By-laws 567-75 and 568-75. The required snow removal would then be undertaken by City employees, with associated costs added to the property owner's realty taxes.

City forces clear sidewalks for physically handicapped and senior citizens who have applied for this free service. For further information contact the Department of Public Works at 947-7768.

R.M. Bremner, P.Eng., F.I.C.E.
Commissioner of Public Works

RECEIVED

DEC 6 1984

COUNCIL LOUIS



1(dd)

8cm

5cm

5cm

8cm

8cm

- 45 x 75 cm .061 ALUMINUM BLANK
- WHITE 3M ENG 60 SCOTCHLITE BACKGROUND WITH BLACK LEGEND + BORDER.
- CENTRE HOLE PUNCH.

(122)

Southern District

1. Lakeshore Road from Godfreys Lane to Seneca Avenue
2. Hurontario Street from the C.N.R. Tracks to Lakeshore Road.
3. Stavebank Road from the C.N.R. tracks to Port Street East.
4. Lakeshore Road from Southdown Road to Meadow Wood Road.
5. Hurontario Street from Sherebee Road to Dundas Street.

Central District

1. No. 5 Highway from Parkerhill Road to Cedar Creek Drive.
2. No. 10 Highway from No. 5 Highway to C.P.R. Overpass.
3. Cawthra Road from Silvercreek Boulevard to Santee Gate.
4. No. 5 Highway from Loreland Avenue to Wharton Way.
5. No. 5 Highway and Dixie Road intersection 300 ft. from the intersection.

Northern District

1. Queen Street from Princess Street to Ontario Street.
2. Thomas Street from Vista Boulevard to Queen Street.
3. Britannia Road from Turney Drive to Joseph Street.
4. Torbram Road from Rena Road to Derry Road.
5. Derry Road from Cattrick Street to Goreway Drive.
6. Airport Road from Derry Road to Morningstar Drive.



1(41)

BY-LAW NUMBER.....

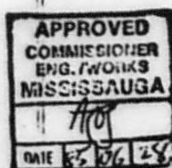
A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Section 5 of By-Law No. 444-79, as amended, be DELETED and the following substituted therefor:

SIGNS AND TRAFFIC SIGNALS

- 5.(1) The Commissioner shall be responsible for the erection and maintenance of all authorized signs, traffic signals and parking meters under this by-law.
- (2) The Commissioner may erect authorized signs indicating "emergency no parking" at any location where, in his opinion, the sign is required,
 - (a) to facilitate the removal of snow, ice or debris from highways or from other public property under the City's jurisdiction,
 - (b) to facilitate the construction or repair of curbs, gutters, sewers, watermains or other public utilities,
 - (c) to temporarily alleviate a dangerous or difficult traffic condition, and the Commissioner shall wherever possible erect such signs at least one hour prior to the commencement of the works, if any, and remove the sign one hour after the completion of the said work.
- (3) The Commissioner may erect authorized signs indicating "No Stopping, Snow Removal, 9 p.m. - 7 a.m. Mon-Sat and all day Sunday; Vehicles Will Be Towed" as illustrated in Schedule 25, to facilitate the removal of snow. The Commissioner shall erect such signs where possible at least 4 hours prior to the work being done.
- (4) Notwithstanding the provisions of subsection 1 the Chief of Police for the Regional Municipality of Peel or his designate may erect emergency no parking signs in the form prescribed by this by-law in the event of fires, emergencies, parades or large assemblies provided that wherever possible such signs shall be erected at least one hour before the event is scheduled to take place and shall be removed within one hour of the conclusion of the event.
- (5) No person shall place, maintain or display upon or in view of any highway any sign, signal, marking or device which imitates or resembles an authorized sign or traffic control signal or which conceals from view or interferes with an authorized sign or traffic control signal.
- (6)
 - (a) No operator of a vehicle approaching a green signal light at an intersection shall enter the intersection unless traffic in front of him is moving in a manner that would reasonably lead him to believe he can clear the intersection before the signal light turns red.
 - (b) A By-Law passed under Sub-Section (a) does not apply to the operator of a vehicle who enters an intersection for the purpose of turning to the right or left into an intersecting highway and signals his intention to make such a turn prior to entering the intersection.



1(gg)

- 2 -

2. THAT Schedule 25 of By-Law No. 444-79, as amended, be amended by ADDING the a sign which reads "NO Stopping, Snow Removal, 9:00 p.m. - 7:00 a.m. Mon-Sat and all day Sunday; Vehicles will be towed", as illustrated on the attached sketch attached to this by-law.

3. THIS By-Law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED this _____ day of _____ 1985.

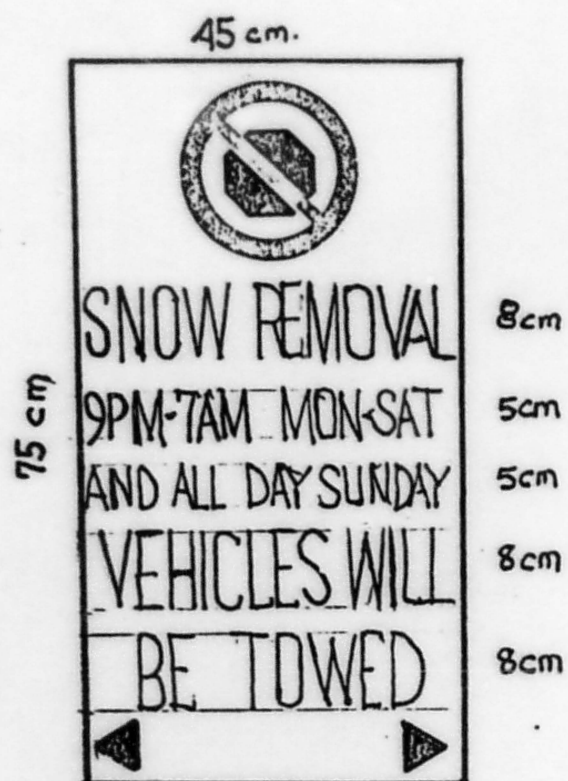
MAYOR

CLERK



SCHEDULE 25
AUTHORIZED SIGNS

1(hh)



BLACK LEGEND 4-BORDER ON WHITE BACKGROUND



2(a)

City of Mississauga

MEMORANDUM

File: 11 141 00039

To Chairman and Members of From W. P. Taylor,
Dept. Public Works Committee. Dept. Engineering and Works.

REQUEST NO: 219-84

P. W. DATE Oct. 3/85 May 23, 1985.

SUBJECT: Assessment of rippled pavement experiment.

SOURCE: Public Works Committee, August 8, 1984.

COMMENTS: The Engineering Department has installed "rippled" pavement at three locations in an attempt to assess the effectiveness of the ripples in reducing speed of vehicles. At one location, on Pinewood Trail, they were installed in an attempt to reduce speeds. The other two locations at curves are on Mineola Road at Mineola Gardens and on Revus Road on the approach to the curve south of the C.N. tracks. Some damage has occurred to the ripples at this location presumably due to snow plough blades.

Ripples were also placed on Indian Road at Crescent Road and on Thornlodge Drive on the approach to Waycross Crescent. These were subsequently removed due to complaints from local residents about the noise created when vehicles drove over the ripples.

At the Public Works Committee meeting of March 21, 1985, Councillor L. Taylor requested that the installation of ripple pavement be approved and installed during the 1985 construction season.

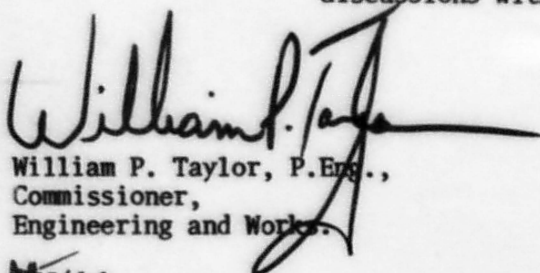
Councillor Taylor advised that he has spoken with the residents who live adjacent to the road where this proposal has been requested, at the intersection with Molly Avenue, and made them aware of the problem of noise associated with this type of pavement. They have considered their request again and agreed that they still want the pavement installed.

With respect to the ripples placed on Pinewood Trail mainly as a speed deterrent they have not been successful in achieving that purpose. Prior to the ripples being placed, there were speed humps. Radar studies were performed between the humps and the following results were recorded on three occasions as follows: 60.4 km/h; 55 km/h; and 55 km/h. Prior to the placement of the humps the 85th %ile speed was 56.0 km/h. As can be seen no appreciable difference in speeds was recorded before and after the placement of the humps.

Recent speed studies show higher 85 %ile speeds with the ripples of 63.2 and 63.3 km/h. It appears that motorists have found that their comfort level increases as they raise their speed. This has been tested by Engineering staff and found to be an accurate assessment. The studies show that ripple pavement on straight sections of road actually encourages higher speeds than reducing speeds as was the original intent.

2(h)

- RECOMMENDATION:
1. That ripple pavement not be used as an attempt to control speed or in residential areas where homes are located in the immediate vicinity.
 2. That the installation proceed on Midhurst Lane as previously directed subject to the area Councillor's support in discussions with area residents.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

J/dab
0127E/22E/P49
c.c. E.M. Halliday.



3(a)

City of Mississauga

MEMORANDUM

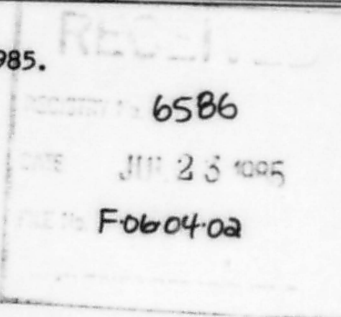
File: 11 141 00039
11 161 00011
13 211 00006

To: Chairman and Members of
Public Works Committee.
Dept. _____

From: W. P. Taylor,
Engineering and Works.
Dept. _____

P. W. DATE Oct. 3/85

July 2, 1985.



REQUEST NO: 145-85

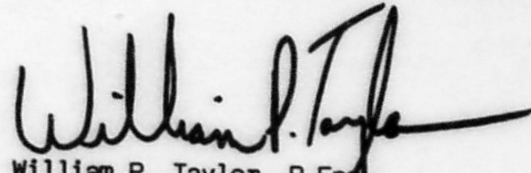
SUBJECT: Long Term Parking on Third Street.

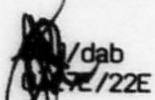
SOURCE: Council, June 10, 1985, Petition from Residents.

COMMENTS: The Engineering Department received a copy of a petition from a number of residents of Third Street requesting long term parking. There are a total of 46 units in the 2 buildings and 40 off-street spaces which represents only .87 off-street space per unit.

The area was reviewed with Councillor Kennedy and staff, and the Engineering Department has no objection to implementing long term on-street parking for a maximum period of 72 hours on the north side of Third Street.

RECOMMENDATION: That long term on-street parking be permitted on the north side of Third Street for a maximum time period of 72 hours between a point 24 metres west of the west limit of East Avenue and the west limit of East Avenue; and between a point 10 metres east of the east limit of East Avenue and 23 metres west of the west limit of Westmount Avenue, and that the attached draft by-law amending By-Law 444-79, as amended, be approved.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Dept.


/dab
7/22E

c.c. City Manager.

3(b)

A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 1 of By-Law No. 444-79, as amended, be amended by ADDING the following:

SCHEDULE 1
THREE HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Third Street	North	a point 10 metres east of East Avenue to a point 36 metres easterly thereof	Anytime	72 hours

2. THAT Schedule 3 of By-Law No. 444-79, as amended, be amended by DELETING the following:

SCHEDULE 3
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Third Street	both	Cawthra Road and Meredith Avenue	Anytime

3. THAT Schedule 3 of By-Law No. 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

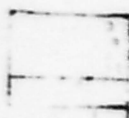
Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Third Street	South	Cawthra Road and Meredith Avenue	Anytime
Third Street	North	Cawthra Road and a point 10 metres east of East Avenue	Anytime
Third Street	North	A point 46 metres east of the east limit of East Avenue and Meredith Avenue	Anytime

4. THIS By-Law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED this _____ day of _____ 1985.

MAYOR _____

CLERK _____





4(a)

City of Mississauga

MEMORANDUM

File ref: 11 141 00039
15 111 00010

To Chairman and Members of the
Dept. Public Works Committee

From Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE Oct. 3/85

September 4, 1985

SUBJECT: Curbside Collection of Liquid Waste
ORIGIN: General Committee

COMMENTS: During the recent consideration of the new garbage contract proposal, the Members of General Committee requested that staff investigate the possibility of including the curbside pick up of liquid wastes in the next 5 year garbage collection contract.

To obtain an opinion of those persons connected with the waste collection industry, staff contacted the Ministry of the Environment, the Region of Peel and two local waste disposal contractors.

The following information is presented for your consideration.

- a) Each container of waste or hazardous liquid collected from a home owner must be accurately identified and manifested and transported in a specially outfitted vehicle to various disposal facilities. For the limited volumes and wide variety of liquids that may be collected, this would be a very expensive operation.
- b) Many local service stations will now take used motor oil.
- c) Unused paint can be uncovered, left to dry out, and disposed of as dry household waste in the regular curbside garbage collection services.
- d) The placement of incorrectly marked fluids at the curbside would be dangerous to the public if children were to pick up and play with hazardous liquid such as a pool chemical or a masonry cleaner such as muriatic acid. The pick up of these chemicals would also be hazardous to the driver if improperly mixed with other chemicals.
- e) The transportation of waste liquids by the homeowner to a disposal facility is considered much safer than placing it curbside for pick up.

Staff investigation has determined that the Region of Peel recognizes the problem and is presently working on several procedures for safe disposal of liquid wastes.

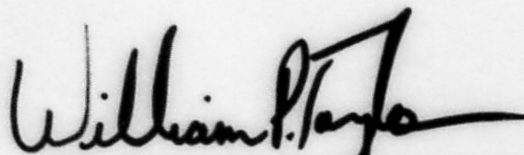
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Chairman and Members of the
Public Works Committee
September 4, 1985
Page 2

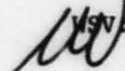
4(h)

RECOMMENDATIONS:

1. That the City of Mississauga not implement the curbside collection of liquid waste in the new garbage collection contract document.
2. That the Region of Peel be encouraged to implement the necessary procedures to ensure safe and satisfactory procedures for the disposal of undesirable household liquid wastes.



W.P. Taylor, P. Eng.
Commissioner of Engineering
and Works

 WSV/AEMcD;rm



5(a)

City of Mississauga

MEMORANDUM

File: 12 111 00014
11 141 00039

To: Chairman and Members of the
Dept. Public Works Committee 8567

From: W.P. Taylor, Commissioner
Dept. Engineering and Works

FILE No. F.02.07
806-589.02

September 30, 1985

P.W. DATE Oct. 3/85

SUBJECT:

Request for street name change of NORTH
MEADOWVALE BOULEVARD to MEADOWVALE BOULEVARD
(Plan No. 43M-589).

ORIGIN:

Letter from Markborough Properties Limited.

COMMENTS:

This matter was reviewed by the Region of
Peel Street Names Committee who objected to
this proposal due to confliction with
Meadowvale Court in Caledon and potential
confusion relating to the Village of
Meadowvale and Meadowvale Town Centre. We
have reviewed these concerns and do not
consider them to be of a serious nature and
consequently offer the following.

RECOMMENDATIONS:

1. That the necessary By-law be enacted to re-
name NORTH MEADOWVALE BOULEVARD as
MEADOWVALE BOULEVARD.
2. That at such time as the renaming By-law
is enacted, Markborough Properties
Limited be directed to install
the necessary street name signs.

PJD/st

C.C. Councillor T. Southern

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

2-55

Z-54-E&W



6(a)

City of Mississauga

MEMORANDUM

File: 11 141 00039
12 111 00014

To: Chairman and Members of the 8148 From: W.P. Taylor, Commissioner
Public Works Committee SEP 16 1985 Engineering and Works
Dept. T-84013
F-0207

P. W. DATE Oct. 3/85 September 12, 1985

SUBJECT:

Proposed Street Names - 455469 Ontario Ltd.
T-84013.

ORIGIN:

Engineering and Works Department.

COMMENTS:

G. Eric Hanson Associates Limited have submitted the following names for use in the above noted development.

HAWTHORNE VALLEY WAY
BRANSBY CRESCENT
WOODHILL CRESCENT
TORMORE CRESCENT
SPRINGBROOKE CRESCENT
BUCKSTOWN CRESCENT
SUMMERVILLE CRESCENT
GLENN HAWTHORNE BOULEVARD
BIG JOHN RUN
MARY JANE LANE

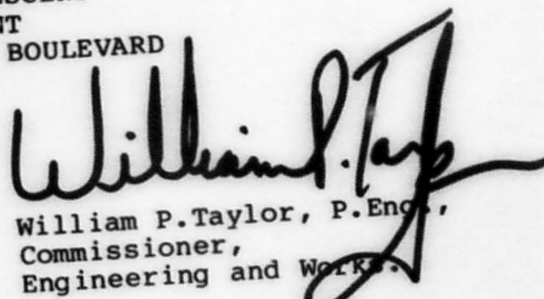
These names have been reviewed by the Region of Peel Street Names Committee with the following names meeting with the approval of that group.

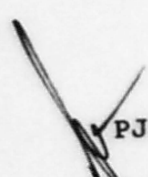
SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

RECOMMENDATION:

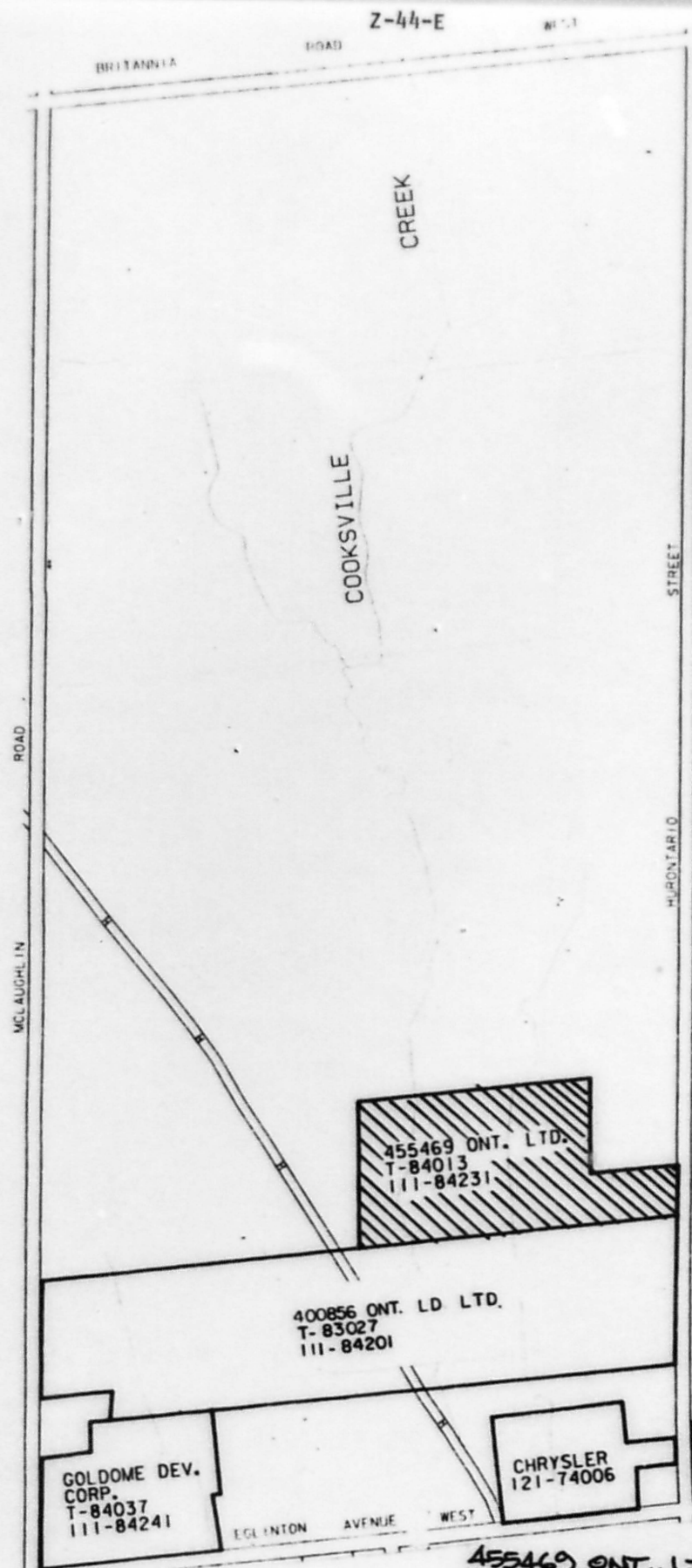
1. That G. Eric Hanson Associates Limited be advised that the following names are approved for use in the above noted development.

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

 PJD/st
C.C. Councillor T. Southorn
FORM 145

Z-37-W





7

City of Mississauga

MEMORANDUM

File: 11 141 00039
12 111 00014

To: Chairman and Members of the 8149 From: W.P. Taylor, Commissioner
Dept. Public Works Committee SEP 16 1985 Dept. Engineering and Works

P. W. DATE Oct. 3/85 F-02-07

September 11, 1985

SUBJECT:

Proposed Street Names - General.

ORIGIN:

Engineering and Works Department.

COMMENTS:

John D. Rogers and Associates have submitted the following names for approval for use in a future development.

VILLAGE VIEW
OLD VILLAGE VIEW

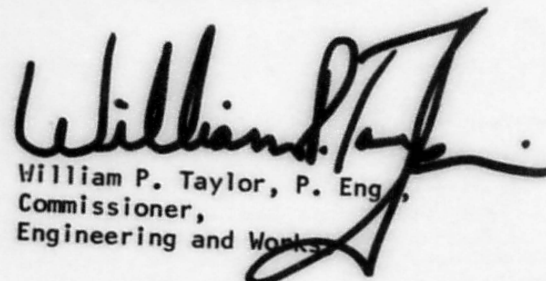
These names have been reviewed by the Region of Peel Street Names Committee with the following name being approved.

VILLAGE VIEW

RECOMMENDATION:

1. That John D. Rogers and Associates be advised that the name VILLAGE VIEW is approved for their exclusive use in a future development.

 PJD/st


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works



City of Mississauga

MEMORANDUM

File: 11 141 00039
12 111 00014

8(a)

To: Chairman and Members of the 8147 From: W.P. Taylor, Commissioner
Dept. Public Works Committee SEP 16 1985 Engineering and Works

P.W. DATE Oct. 3/85 T-77047 F0207 September 10, 1985

SUBJECT: Proposed street names - Proposed Plan of Subdivision (T-77047).

ORIGIN: Engineering and Works Department.

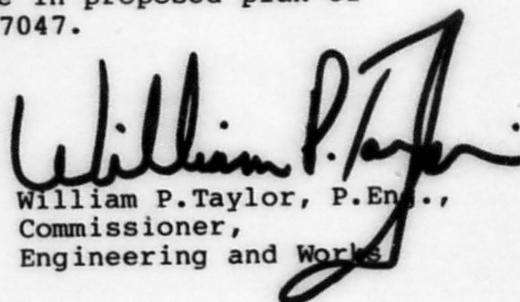
COMMENTS: United Lands Corporation Limited have submitted the following names for use in the above noted development.

HEARTWOOD COURT
FOREST PRESERVE TRAIL
THE FOREST GREEN

These names have been reviewed by the Region of Peel Street Names Committee with the following name being approved by that group.

HEARTWOOD COURT

RECOMMENDATION: 1. That United Lands Corporation Limited be advised that the following name is approved for use in proposed plan of subdivision T-77047.
HEARTWOOD COURT

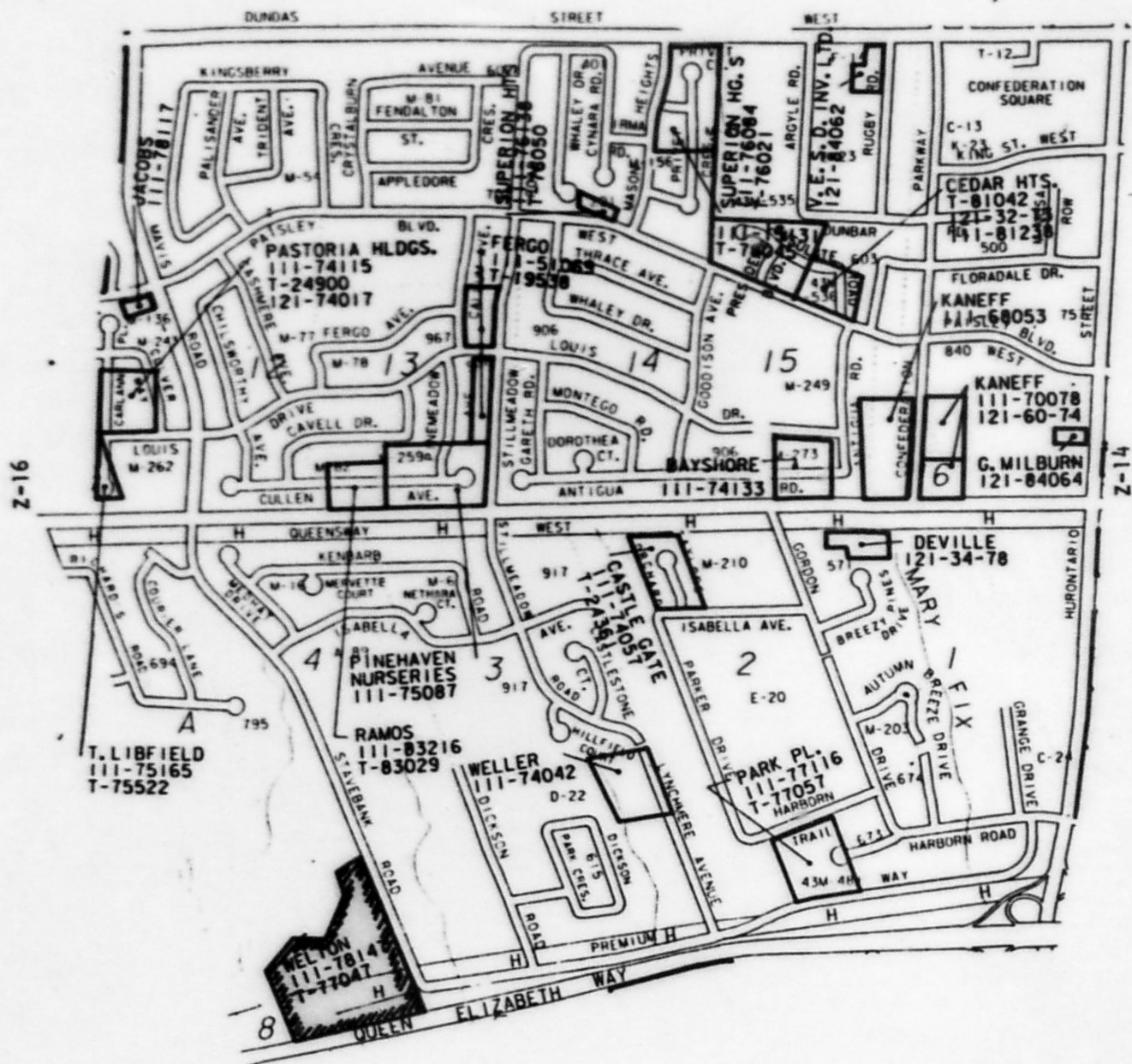

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works

PJD/st

C.C. Councillor G. Grice

Z-22

8(b)





City of Mississauga

MEMORANDUM

File: 11 101 00039
12 111 00014

a(a)

To: Chairman and Members of the From: W.P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works

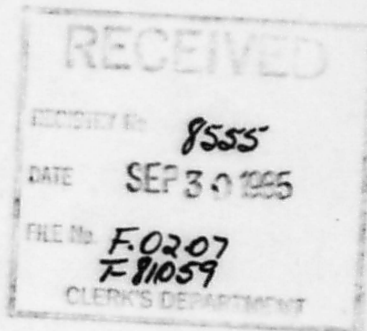
P. W. DATE Oct. 3/85

September 10, 1985

SUBJECT: Proposed street names - Dalewood Subdivision
21T-81059M.

ORIGIN: Engineering and Works Department.

COMMENTS: The Proctor and Redfern Group have submitted
the following names for approval for use in
the above noted development.



WESTWOOD WAY
DALEWOOD DRIVE
BLACKWOOD ROAD
BLACKDALE DRIVE
SPRUCEDALE ROAD
CEDARDALE DRIVE

These names have been reviewed by the Region
of Peel Street Names Committee with the
following names being approved by that group.

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE

It should be noted that only one name is
required for this development. The developer
will select one of those names approved by
Council and the remaining names will be
removed from the Region of Peel list of
reserved street names.

... 2

9(h)

Chairman and Members of the
Public Works Committee
September 10, 1985
Page 2

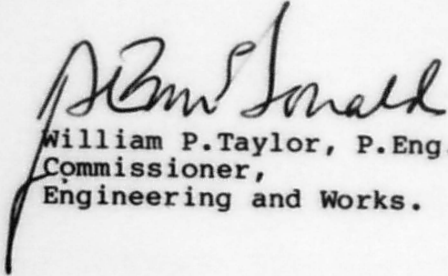
RECOMMENDATION:

1. That the Proctor and Redfern Group be advised that the following names are approved for use in Dalewood Subdivision. (21T-81059M). (one name only to be selected).

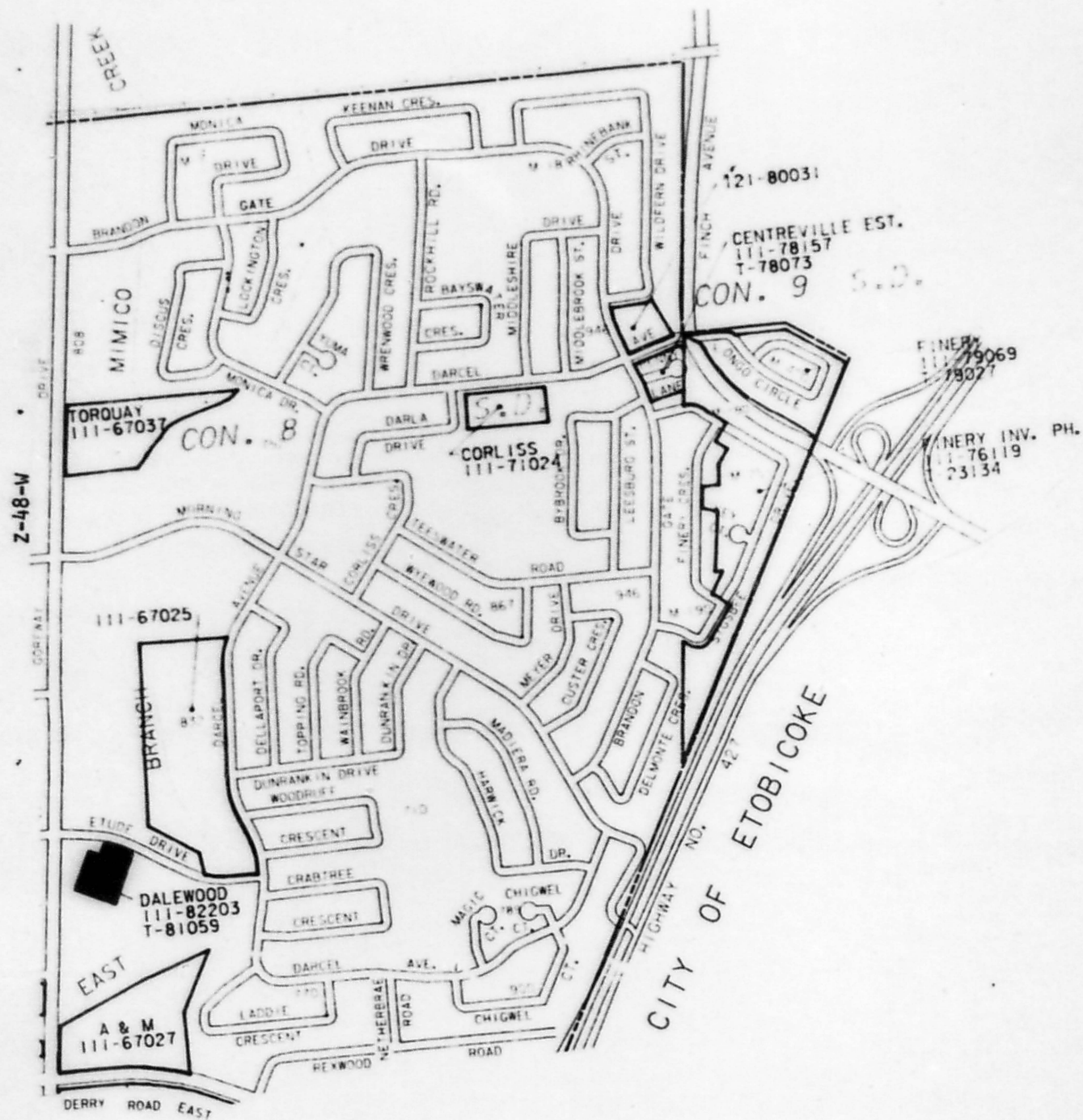
BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE

PJD/st

C.C. Councillor F. McKechnie


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

CITY OF BRAMPTON



Dalewood Subdivision 21T-81059M



10(a)

City of Mississauga

MEMORANDUM

File: 12 111 00014
11 141 00039

To: Chairman and Members of the
Dept. Public Works Committee
From: W.P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE Oct. 3/85

September 30, 1985

SUBJECT: Proposed Street Names - Lakeview Estates
(Mississauga) II Limited (21T-79057).
ORIGIN: Engineering and Works Department.
COMMENTS: Lakeview Estates Limited have submitted the
following names for use in the above noted
development.

ASHGLEN WAY
AVALON DRIVE
AVONDALE CRESCENT
BAYWOOD COURT
BRAEBAM COURT

BRIARWOOD COURT
EASTWOOD CRESCENT
ELMDALE CRESCENT
EVERGREEN CRESCENT
NESDALE CRESCENT

These names have been reviewed by the Region
of Peel Street Names Committee with the
following names meeting with the approval of
that group.

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

The remaining names were not approved due to
duplication, spelling or pronunciation
difficulties.

RECOMMENDATION:

1. That Lakeview Estates Limited be advised
that the following names are approved for
use in the Lakeview Estates (Mississauga)
II Limited development (21T-79057).

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

PJD/st

c.c. T. Southorn

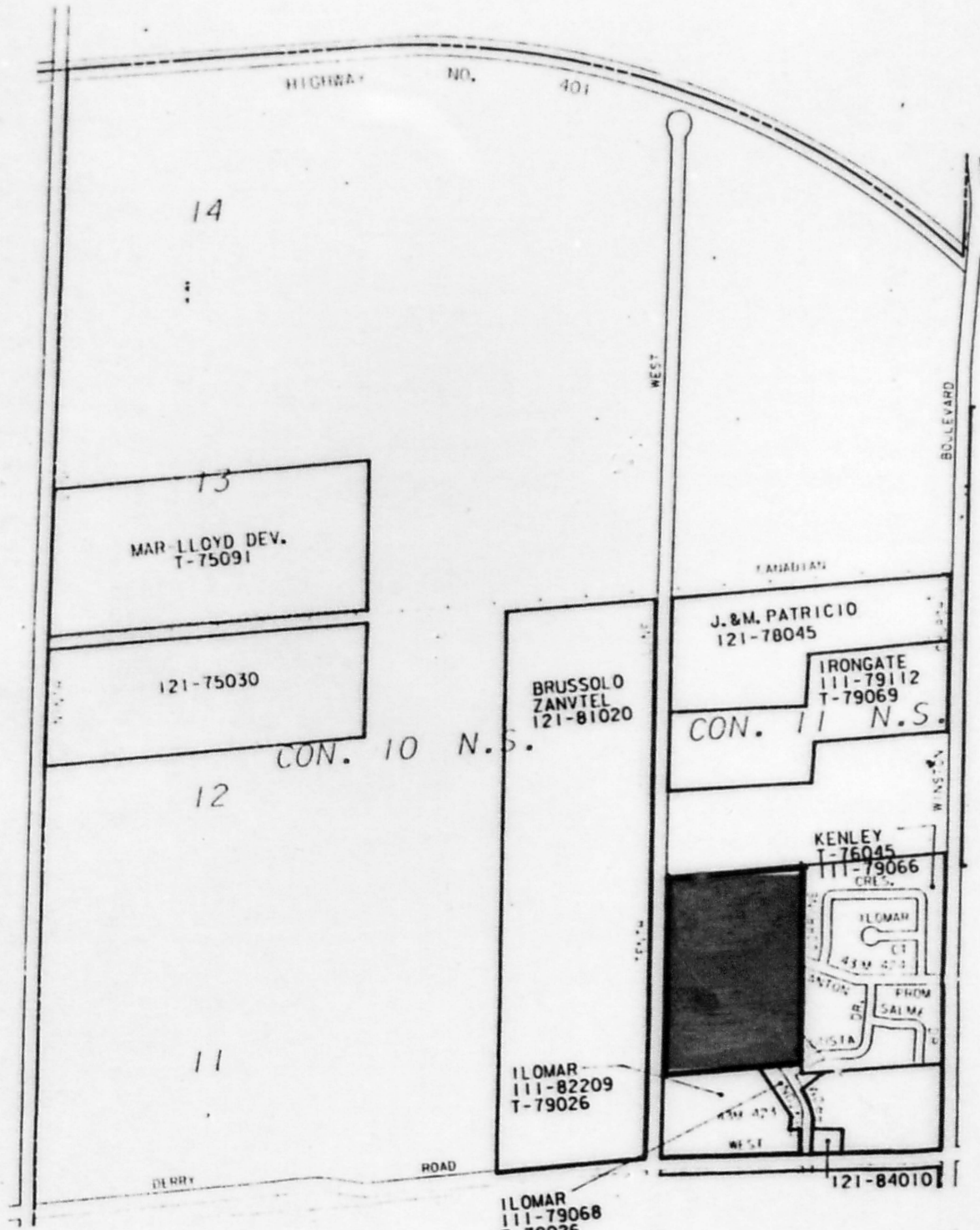
FORM 145

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

10(h)

TOWN OF HALTON HILLS

TOWN OF MILTON



Z-54-W

LOMAR 111-82209 T-79026
LOMAR 111-79068 T-79026
LAKEVIEW ESTATES LTD. 211-79057



11(a)

City of Mississauga

MEMORANDUM

File ref: 15 111 00003
11 141 00039

To: Chairman and Members of the
Public Works Committee
Dept.

From: Mr. William P. Taylor, Commissioner
Engineering and Works
Dept.

P. W. DATE Oct. 3/85

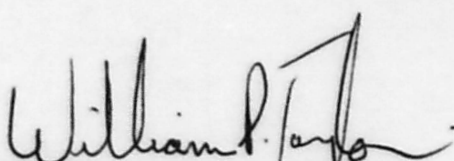
F.05.04.05

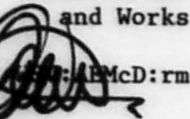
September 27, 1985

SUBJECT: Newspaper picked up for recycling
ORIGIN: Engineering and Works Department
COMMENTS: For the information of Committee the following amounts
of newspaper have been picked up for recycling.

	AUGUST 1985	TOTAL TO DATE FROM JAN. 1985
Robran Construction	107.88	1099.84 Tons
Mississauga Clean City Campaign	9.43	61.00 Tons
Boy Scouts	Not Available	204.18 Tons
Queenston Drive Public School	Not Available	26.65 Tons

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated September 27, 1985, with respect to newspaper pickup and recycling be received.


William P. Taylor, P. Eng.
Commissioner of Engineering
and Works


J. McDermott:rm



R. Skjorum

12(a)

P. W. DATE Oct. 3/85

OFFICE OF THE MAYOR July 19, 1985

Ms. Glenna G. McClelland
Secretary
Appeal
P.O. Box 532
Streetsville Post Office
Mississauga, Ontario
L5M 2C1



Dear Ms. McClelland:

Thank you for your letter of July 10, 1985, regarding municipal waste and in particular, recycling.

I can assure you that the City of Mississauga has long been an advocate of recycling. May I highlight to you some of our efforts in this regard.

1) Our current refuse collection contract includes within it a recycling clause. The Contractor is required to provide separate storage for newsprint which is appropriately bundled so that it can be picked up at curb side. This requirement was written into the garbage contract and was a condition of its tender. The Contractor advises however, that he has had limited success with this recycling program since the citizens of the community are not consistently separating and bundling their newsprint.

2) As a condition of the new garbage contract which will be tendered in June of 1986, the City of Mississauga will be requiring as a bid option, a curb side recycling program similar to that adopted in Kitchener. I can assure you that myself and members of our Council have reviewed in detail, the Kitchener proposal and we feel that it warrants consideration for Mississauga and we have therefore directed our Engineering staff to consider this as a possibility in the new garbage contract for next year.

3) The Mississauga Clean City Committee, an independent community group has recently undertaken a major recycling program and has constructed a glass newsprint and tin recycling facility at the Works yard on Mavis Road. I think that if you could take the time to visit this facility, you would see that this community group is very actively involved in promoting recycling in Peel.

THE CORPORATION OF THE CITY OF MISSISSAUGA . . . /2
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7800

12(h) Ms. G. McClelland

- 2 -

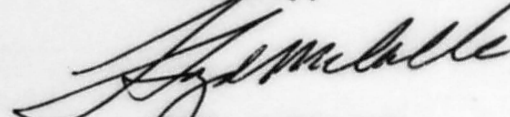
July 18, 1985

As I am sure you can appreciate, recycling is a matter which requires considerable promotion and "re-education" of the public. The success of a comprehensive recycling program in any community is very much dependent on the participation of its citizens and that participation can only be achieved if understanding and knowledge of the advantages of the recycling are fully understood by the citizenry.

* I am taking the liberty of forwarding your letter to the Chairman of our Public Works Committee, Councillor R. Skjarum, so that he might put your report before the Public Works Committee for their information.

Once again Ms. McClelland, thank you for your letter and for APPEAL's ongoing interest in the very important issue of municipal waste.

Sincerely,


HAZEL MCCALLION
MAYOR

HMcC/ds

cc Councillor R. Skjarum, Chairman
Public Works Committee



APPEAL

Her Worship Mayor McCallion
1 City Centre Drive
Mississauga, Ontario

Dear Madam:

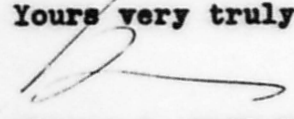
Re: Municipal Waste

I attended the May 1, 1985 Annual Meeting of the Mississauga Citizens' Environmental Protection Association at which you spoke. I am writing on behalf of A.P.P.E.A.L. in response to your comments about municipal waste -- that 'no one had told you what to do with municipal waste and that it does not disappear'. A.P.P.E.A.L. has long advocated recycling of waste. We regret that you were unaware of our suggestion as recycling would be an effective way to deal with a great amount of municipal waste.

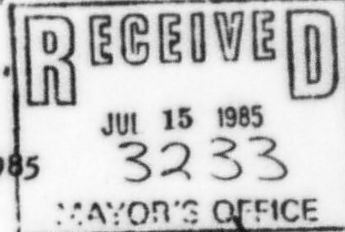
While waste cannot be made to disappear, much can be recycled and a good recycling programme established by the City of Mississauga and the Region would really reduce the amount of municipal waste to be disposed of by the City and Region. A.P.P.E.A.L. does not recommend 'energy from waste' projects as a solution, for the time being at least, because recycling should first be implemented as the best method of waste reduction. A programme such as that adopted in Kitchener should be considered.

Recycling would have many advantages including the reduced use of resources, energy savings and preservation of foodland because smaller landfill sites would be required. Enclosed for your reference is a copy of a paper presented by A.P.P.E.A.L. to the Region of Peel Waste Management Symposium held June 22, 1985. We hope that an effective recycling programme backed by the true commitment of the City of Mississauga will soon be established in Mississauga and Peel.

Yours very truly


Glenna G. McClelland
(Secretary)

Association of Peel People Evaluating Agricultural Land
PO Box 529 Streetsville ON Mississauga Ontario L5M 9C1



10 July 1985

12(d)
PRESENTATION TO: REGION OF PEEL WASTE MANAGEMENT SYMPOSIUM

DATE: JUNE 22, 1985

BY: VERNA FLOWERS (APPEAL CHAIRPERSON)

INTRODUCTION APPEAL is a volunteer, non-profit incorporated organization, which has been in operation for the past nine years in the Region of Peel. APPEAL is dedicated to the preservation of foodland for future generations and the ramifications relating to its preservation, e.g. landfill sites, sustainable development and the recycling of resources. We have studied solid and toxic management, recycling, land use issues and have attended many conferences and seminars on these concerns over the nine years.

A WORLD CONSERVATION STRATEGY IS NEEDED I would like to draw to your attention the fact that the first week in June this year was World Environment Week, in which programs focused on the state of the environment throughout the world. In the Toronto area the emphasis was on an urban conservation strategy. I attended a program at the Etobicoke Civic Centre and was very impressed by it.

In 1980 several worldwide organizations including the United Nations Environment Program, government and non-government agencies, scientists and experts cooperated in producing a World Conservation Strategy. It was apparent to them and is increasingly becoming apparent to all of us that our quest for economic development and enjoyment of the riches of nature must come to terms with the reality of resource limitation and the carrying capacities of ecosystems, and must take account of the needs of

continued..

future generations. This is the message of conservation. This important goal of a World Conservation Strategy is being promoted on an ongoing basis and the priorities for action and the objectives and priorities for national and international action are included in this document entitled "World Conservation Strategy, Living Resource Conservation for Sustainable Development".

Among many priorities of the World Strategy, the requirement of the preservation and conservation of prime crop lands, management of forests and timber, soil and water, the control of pollution rank very high. The implementation of this conservation strategy is mandatory right down at the local level if a world strategy is to succeed. Otherwise, the health of planet earth and we in it, will be in jeopardy, providing we not already are in jeopardy.

We, in APPEAL, believe that this strategy has very much to do with waste management at the local level and that all development must be sustainable for the future. This strategy is long past due.

INCREASED PUBLIC AWARENESS OF THE NEED FOR A SUSTAINABLE WASTE MANAGEMENT SYSTEM AND DEVELOPMENT

The public is increasingly becoming aware of the ^{many} ramifications of concentrated urbanization, such as the increased need for landfill sites, more highways, airports, noise, more traffic congestion, more pollution and more waste.. This concentration of population in Peel and in many parts of Ontario is taking place on the best foodland in Canada.

We, in APPEAL, believe that all levels of government and planners should not underestimate the ability of the public to meet the challenge of change.

It will require more integrated government planning and more responsibility assumed at the local government level. With education, individuals can and will accept their share of the responsibility for the production and reduction of waste, as is being proven in the Kitchener area project. We all must recognize the need for sustainable development.

continued.

12(f)
PREVIOUS PRESENTATIONS BY APPEAL ON WASTE MANAGEMENT Presentations on waste management were made by APPEAL to Regional Council in January and October of 1984 and should be considered by the Region in addition to this presentation, which will not differ greatly from them.

APPEAL'S MAJOR CONCERNS RE WASTE MANAGEMENT IN THE REGION ARE

1) The Preservation of Peel's Prime Foodland for Future Generations If industrial areas are not considered for landfill sites and if positive all-encompassing and innovative waste management practices, such as is being carried out and promoted in the Kitchener area and in other jurisdictions in Canada and the U.S., more than should be needed of Peel's prime foodland will be lost on one of the seven landfill sites proposed. APPEAL is concerned about the lack of responsibility by government in planning for agriculture. It seems the present thinking is that you can spread the urban boundary out onto prime foodland and then go even further out beyond that boundary to dump the city's garbage. APPEAL's January 19, 1984 presentation contains information and statistics on page 1, relating to the urgency to preserve Canada's prime foodland.

2) That Energy from Waste plants are not the answer for a long term waste management program or a sustainable conservation strategy. In APPEAL's opinion they may seem like a quick easy way to get rid of waste, but they will surely limit the potential for success of a reduction and recycling program. We believe that a concentrated 4R's program can eventually reduce waste to a far greater degree than the 10% suggested by the Region's Plan.

The energy produced by EFW plants may not be needed or might well be produced or saved by proper conservation methods. EFW plants use up valuable resources in incineration, such as paper, which should be recycled into new paper. Recycling paper uses less energy than the

continued

production of it from primary sources (trees), thus conserving our forests and energy. 12(g)

Nor have emissions from EFW plants yet to be proven pollution free.

Environment Canada's comprehensive report on EFW plants is to be released in 1987.

APPEAL's Recommendations

APPEAL, therefore, because of these concerns, strongly urges the Region of Peel to play its role in achieving a long term conservation strategy by considering the following recommendations in its waste management program:

- a) That every possible effort be made to limit the size of landfill sites, that they be kept off prime foodland and that they be environmentally safe. Consideration should be given to placing them on industrial land.
- b) That each municipality in Peel should eventually have a landfill site to dispose of its own waste.
- c) That each municipality in Peel limit urbanization and population in order to manage waste within their borders and preferably within the urban boundaries and in order to develop a feasible conservation strategy.
- d) That EFW plants not be considered for at least seven years for the Region. This will allow time for the ⁴SR's, curbside pickup and other innovations to be evaluated.
- e) That as soon as possible, an all out effort be put into reduction and recycling of wastes, curbside pickup, public education, composting and further research into this area.
- f) That the expertise of agencies be sought, such as the Recycling Council of Ontario, Pollution Probe, Energy Probe, waste reduction consultants, jurisdictions in Canada and the U.S. who are already using waste reduction and recycling techniques, and manufacturers of used paper, tin, glass and other recyclable materials.

continued

CONCLUSION

12(X)

In conclusion, I would like to say on behalf of APPEAL that we recognize the complexity of waste management and a conservation strategy that is necessary in our world today and for future generations. We also say that the alternatives are unthinkable - the loss of prime foodlands and of other valuable resources such as our forests, the pollution of air, water and land, congestion and loss of social well-being. These will be the result of improper urbanization and poor waste management. You have a great and important task. We strongly urge you to consider our recommendations.

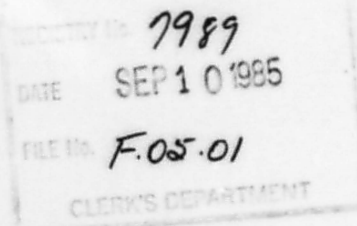


13(a)

P. W. DATE Oct. 3/85

OFFICE OF THE MAYOR September 9, 1985

Mr. Michael W. Basich
3475 Schomberg Avenue
Mississauga, Ontario
L4Y 2P5



Dear Mr. Basich:

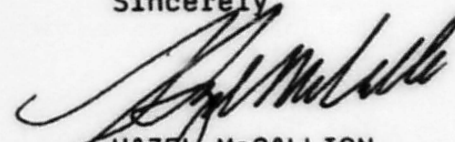
Thank you for your letter of August 23, 1985 regarding an improved accessibility residential driveways by replacing or cutting roll-type curbing.

I have taken the liberty of forwarding you correspondence to the Chairman of the City's Public Works Committee, Councillor R. Skjarum and to the Coordinator of that Committee, Mrs. D. Vinter, for their information and inclusion on an upcoming Committee Agenda. By copy of this letter to both Councillor Skjarum and Mrs. Vinter, I will request that they correspond with you directly with the results of the Committee's discussions in this regard.

Should you have any further questions or concerns however, upon receiving the Committee's report, please do not hesitate to contact my office directly.

Once again Mr. Basich, thank you for your letter and for bringing your concerns on this matter to my attention.

Sincerely,



HAZEL McCALLION
MAYOR

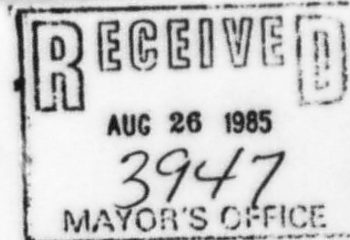
HMCC/ds

cc Councillor R. Skjarum
Mrs. D. Vinter, Committee Coordinator ✓

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7800

13(J)

3475 Schomberg Avenue
Mississauga, Ontario
L4Y 2P5



August 23, 1985.

(10)

Mayor Hazel McCallion
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mayor McCallion:

I am writing to seek your assistance in resolving a perceived problem in this part of our community.

This area in which I reside was developed, I believe, in the mid-sixties and the type of curbing approved and installed was the continuous roll-type curb. While the designers of this curbing may have assumed it was an acceptable alternative, it has not been a practical solution.

As I am sure you will be aware from your visits to the various parts of the community, this type of curbing has necessitated many home owners improve accessibility to their driveways by ramping the curb with either concrete or asphalt. This practice, which I understand is contrary to the policy of the Municipality, is an eyesore and a danger to pedestrians, cyclists and motorists, and also causes damage to passenger vehicles.

Earlier this month I called upon your Department of Engineering and Works and enquired if the Municipality would either replace curbing for individuals or arrange to have the curb lowered by cutting where the homeowner felt there was a problem. The staff of the Department were most gracious and offered to visit my residence to view the problem. On reporting back to me, they indicated the condition of the existing curbing was such that they could not recommend replacement and my only solution was to have the curbing cut by a contractor engaged by the Municipality and as a direct cost to me of \$175.00. I was also disappointed in being informed that no capital works were projected for improvements to Schomberg Avenue for the next five years while similar works have already been completed in adjacent areas.

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13(c)

Page 2

Mayor Hazel McCallion

August 23, 1985

I am requesting, Mayor McCallion, that your Municipality undertake a program of improving accessibility to residential driveways by replacing or cutting the curbing as required. Such a program would also help improve the appearance and safety of our neighbourhoods.

I wish to thank you and your colleagues for any consideration you give to this request.

With all good wishes.

Sincerely,

Mike

Michael W. Basich

PUBLIC WORKS COMMITTEE
DATE: OCTOBER 3, 1985

SUMMARY OF UNFINISHED BUSINESS

146
(9)

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-84	Eng & Works	Review of standards for new residential road construction	Capital Budget - Mar 1/84	Nov 30/85	2
69-84	Eng & Works	Mud Tracking	Council - Mar 18/84	Nov 15/85	2
303-84	Cllr McKechnie	Renaming of Princess St in Ward 5	Pub Wks - Oct 18/84	Feb 21/85	2
1-85	Eng & Works	Front Yard and Permit Parking	Mayor McCallion	Nov. 15/85	1
75-85	Eng & Works	Entrance Road - Lakefront Promenade Park	Ltr - CVCA - Mar 13/85	Nov 30/85	1
96-85	Cllr Culham	Street Name - Stavebank to Trillium	Pub Wks - Mar 21/85	Sep 20/85	0
102-85	Eng & Works	Consideration of Recycling Program	Ltr - Region - Apr 4/85	Nov 30/85	1
132-85	Eng & Works	Parking - Corkstone Glade	Petition - Cl May 27/85	Nov 15/85	1
146-85	Eng & Works	Policy Stmt - Street Names Duplication	Pub Wks - May 30/85	Nov 15/85	1
147-85	Eng & Works	Parking Policy	Pub Wks - May 30/85	Nov. 15/85	1
152-85	Eng & Works	Financial Assistance for Senior Citizens /Handicapped - Snow Removal	A & F - May 28/85	Nov. 30/85	1
154-85	Info & PR	"Welcome to Mississauga" Signs	Pub Wks - May 30/85	Sep 19/85	0
172-85	Manager	Credit River Valley Clean-up - Status	Cl - May 10/85	Sep 30/85	0
175-85	Eng & Works	Sidewalk on Revus Avenue	Cl - Jun 24/85 (Petition)	Nov 15/85	1
179-85	Eng & Works	Litter in Mississauga	Ltr - Apr 25/85 (Thomson)	Jun 20/85	0
197-85	Eng & Works	3-hr Parking Limit	Cl - Jul 8/85	Nov 15/85	1
199-85	Eng & Works	Industrial Garbage Collection	PW - Jul 4/85	Oct 15/85	2
229-85	Eng & Works	Petition - Atwater Avenue	Cl - Sep 9/85	Nov 30/85	1



City of Mississauga

MEMORANDUM

Files: 15 111 00010
11 141 00039

To: Chairman and Members of the
Public Works Committee
Dept. _____

From: Wm. P. Taylor, P. Eng.
Dept. Engineering and Works

REQUEST NO. 199-85

October 2, 1985

SUBJECT: Collection of Office Waste from Industrial Establishments on Mondays.

ORIGIN: Public Works Committee July 1985

COMMENTS: At the July meeting of Public Works Committee the proposed Refuse Collection Contract for 1986-1991 was reviewed in detail and Committee requested a report on Monday collection from Industrial Establishments.

Committee requested us to comment on a suggestion where there would be no collection at all on Mondays. Some five or six years ago there were difficulties experienced with the collection of office waste from industrial and commercial establishments as our collection service started at 7:30 a.m. and quite a few establishments did not open until 8:30 or 9:00 a.m. This caused two basic problems;

1. Some of the garbage was missed and consequently stayed on the curbside, and
2. Some businesses put their garbage out on a Friday night or Saturday night in order to ensure that the garbage would be picked up on Monday morning.

To resolve this problem we put a clause in the 1981 Contract to the effect that garbage collection for office waste from industrial and commercial businesses on a Monday will not commence until 10:00 a.m. This has made a substantial improvement and is working reasonably well in our opinion. This condition is included in the next five-year Tender Documents as well and we feel that there is no need to abandon collection in its entirety on Mondays.

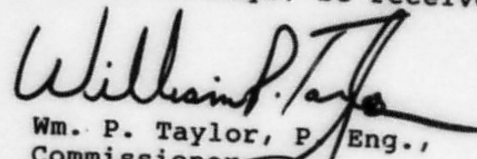
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Chairman and Members of the
Public Works Committee
October 2, 1985
Page 2

Subject: Collection of Office Waste ---

RECOMMENDATION: That the report submitted by William P. Taylor,
Commissioner of Engineering and Works, dated October
2, 1985, with respect to collection of office waste
from industrial establishments on Mondays, be received.


AEM:dv
Code 8


Wm. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

CITY OF MISSISSAUGA

MINUTES

MEETING 7-85

NAME OF COMMITTEE: Public Works

DATE OF MEETING: Thursday, October 3, 1985

PLACE OF MEETING: Committee Room A at 9:40 am

MEMBERS PRESENT: Councillor R. Skjarum, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor H. Kennedy
Councillor D. Culham
Councillor D. Cook
Mr. Christopher B. Gauer
Mrs. June Hayden

MEMBERS ABSENT: Mr. Allan Hignell

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. McDonald, Director of Maintenance Engineering
Mr. D. Debenham, Director of Works
Mrs. L. Evans, Committee Coordinator

DEPUTATIONS: Nil

MATTERS CONSIDERED:

1. Council, at its meeting held on July 17, 1985, adopted the following recommendation of the Public Works Committee held on July 4, 1985, as amended:-
 - (a) That the By-law Section of the Building Department be requested to give their full co-operation during a snow storm and concentrate on towing away those vehicles which impede plowing operations.
 - (b) That the present level of service for snowplowing, road sanding and salting remain as is.
 - (c) That the Engineering & Works Department adjust the ratio of plowing sidewalks by City forces and/or contract to enable sidewalk plowing to be commenced sooner rather than after the road plowing is completed.
 - (d) That the Engineering & Works Department be authorized to upgrade the existing fleet of articulated sidewalk snowplow tractors which are adaptable for plowing as well as grass cutting, over a 3/4 year period subject to availability of funds.

- (e) That additional front-end loaders be secured commencing in the 1985/86 winter season to improve the level of service for culs-de-sac.
- (f) That the following recommendation by Councillor R. Skjarum at the Public Works Committee on July 4, 1985, be deferred to the next meeting of the Public Works Committee:

'That the City implement a service to provide removal of windrows at driveways.'
- (g) That the following recommendation of the Commissioner of Engineering & Works in his report dated June 26, 1985, considered by the Public Works Committee on July 4, 1985, be deferred to the next meeting of the Public Works Committee:

'That the City implement a service to remove the windrow from all driveways where the owner or occupant is a wheelchair user and that the appropriate signs be placed at the end of each driveway, which programme shall be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.'
- (h) That the Engineering & Works Department call a three-year contract for snowplowing, sanding and salting in order to ensure the availability of equipment.
- (i) That tenders for the winter maintenance equipment for 1985/86 winter season be called immediately and reflect the conditions outlined in the report dated June 26, 1985, from the Commissioner of Engineering and Works, considered by the Public Works Committee at its meeting on July 4, 1985.
- (j) That the Engineering & Works Department undertake a series of education seminars in each district yard in November of each year, to educate operators of the standards, workmanship and level of service expected together with the problems and hazards associated with winter operations.
- (k) That the Information & Public Relations Section of the Clerk's Department be instructed to produce and distribute an information pamphlet explaining difficulties, plowing problems with parking, sidewalk plowing operations, requesting residents to uncover hydrants, etc. in conjunction with the Engineering & Works Department.
- (l) That the following Public Works Committee recommendation of July 4, 1985, be referred back to Staff for discussion with the Ward Representative, Councillor T. Southorn:

'That the Property Section of the Clerk's Department be authorized to lease the small wedge shaped property owned by Marathon Realty adjacent to the Streetsville Works Yard for a two to three year period and that they be instructed to look for a new site in the Meadowvale area to act as a permanent satellite yard for the Northern District (The site should be approximately 4 to 5 acres in size located in an industrial area and abutting or adjacent to a major artery.).'

- (m) That a temporary sign be placed on the roadway 4 hours prior to snow removal operations commencing in order to notify the car driver and also residents in the area that snow removal operations will be commencing and that the by-law section of the Building Department be notified at the same time in order that they can gear up for the towing operations.
- (n) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to permit the towing of parked vehicles for snow removal upon erection of the authorizing signs.

Parts (f) and (g) of this recommendation were deferred by the Public Works Committee on July 4, 1985, to this meeting for consideration.

Attached for the Committee's information was a copy of the report dated June 26, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding this matter.

The members of the Committee discussed in detail, all the recommendations approved by the Public Works Committee on July 4, 1985.

Considerable discussion took place regarding parts (f) and (g) of the above recommendation. It was decided that the removal of windrows was too costly and that on a one year trial basis, the windrows be removed from all driveways where the owner/occupant is handicapped. The Engineering Department was requested to use the same criteria as the Treasury Department uses when issuing sleeves to the handicapped.

F.05.03.02

See Recommendation 103-85 (D. Cook - Pt. (a); H. Kennedy - Pt. (b))

2. Report dated May 23, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assessment of the rippled pavement experiment (Request for Report 219-84). Mr. Taylor advised that rippled pavement was installed in certain locations to assess its effectiveness in reducing the speed of vehicles.

At one location, on Pinewood Trail, they were installed in an attempt to reduce speeds. The other two locations at curves are on Mineola Road at Mineola Gardens and on Revus Avenue on the approach to the curve south of the C.N. tracks. Some damage has occurred to the ripples at this location presumably due to snow plough blades. Ripples were also placed on Indian Road at Crescent Road and on Thornlodge Drive on the approach to Waycross Crescent. These were subsequently removed due to complaints from local residents about the noise created when vehicles drove over the ripples.

At the Public Works Committee meeting of March 21, 1985, Councillor L. Taylor requested that the installation of rippled pavement be approved and installed during the 1985 construction season. Councillor Taylor advised that he has spoken with the residents who live adjacent to the Midhurst Lane where this proposal has been requested, at the intersection with Molly Avenue, and made them aware of the problem of noise associated with this type of pavement. They have considered their request again and agreed that they still want the pavement installed.

Mr. Taylor concluded that it would appear that motorists have found that their comfort level increases as they raise their speed, and in fact studies show that rippled pavement on straight sections of road actually encourages higher speeds rather than reducing speeds as was the original intent, and recommended:

- (a) That rippled pavement not be used as an attempt to control speed or in residential areas where homes are located in the immediate vicinity.
- (b) That the installation of rippled pavement on Midhurst Lane as previously approved by General Committee Recommendation 459-85 (April 9, 1985) proceed subject to the area Councillor's support in discussions with area residents.

Mr. Rogers moved the report be amended by deleting the words 'or in residential areas where homes are located in the immediate vicinity', which motion was voted on and carried. Mr. Rogers moved adoption of the report, which motion was voted on and carried.

F.02.01, F.06.04.05
See Recommendation 104-85 (J. Rogers)

3. Report dated July 2, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding Long Term Parking on Third Street (Request for Report 145-85). This report was prepared pursuant to a petition received from the residents of Third Street which was considered by Council on June 10, 1985.

Mr. Taylor advised that there are a total of 46 units in the 2 buildings and 40 off-street spaces which represents only .87 off-street space per unit.

Mr. Taylor further stated that the area was reviewed with Councillor Kennedy and staff, and the Engineering Department has no objection to implementing long term on-street parking for a maximum period of 72 hours on the north side of Third Street and recommended:

That long term on-street parking be permitted on the north side of Third Street for a maximum time period of 72 hours between a point 24 metres west of the west limit of East Avenue and the west limit of East Avenue; and between a point 10 metres east of the east limit of East Avenue and 23 metres west of the west limit of Westmount Avenue, and that the attached draft by-law amending By-Law 444-79, as amended, be approved.

F.06.04.02

See Recommendation 105-85 (H. Kennedy)

4. Report dated September 4, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Curbside Collection of Liquid Waste.

Mr. Taylor advised that during the recent consideration of the new garbage contract proposal, the members of General Committee requested that staff investigate the possibility of including the curbside pick up of liquid wastes in the next 5 year garbage collection contract.

He advised that to obtain an opinion of those persons connected with the waste collection industry, staff contacted the Ministry of the Environment, the Region of Peel and two local waste disposal contractors.

Mr. Taylor submitted the following information for the Committee's consideration.

- (a) Each container of waste or hazardous liquid collected from a homeowner must be accurately identified and manifested and transported in a specially outfitted vehicle to various disposal facilities. For the limited volumes and wide variety of liquids that may be collected, this would be a very expensive operation.
- (b) Many local service stations will now take used motor oil.
- (c) Unused paint can be uncovered, left to dry out, and disposed of as dry household waste in the regular curbside garbage collection services.
- (d) The placement of incorrectly marked fluids at the curbside would be dangerous to the public if children were to pick up and play with hazardous liquid such as a pool chemical or a masonry cleaner such as muriatic acid. The pick up of these chemicals would also be hazardous to the driver if improperly mixed with other chemicals.

- (e) The transportation of waste liquids by the homeowner to a disposal facility is considered much safer than placing it curbside for pick up.

Staff investigation has determined that the Region of Peel recognizes the problem and is presently working on several procedures for safe disposal of liquid wastes.

Mr. Taylor recommended:

- (a) That the City of Mississauga not implement the curbside collection of liquid waste in the new garbage collection contract document.
- (b) That the Region of Peel be encouraged to implement the necessary procedures to ensure safe and satisfactory procedures for the disposal of undesirable household liquid wastes.

Mr. Rogers moved adoption of the report, which motion was voted on and carried.

F.05.04.01

See Recommendation 106-85 (J. Rogers)

- 5. Report dated September 30, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for a street name change of NORTH MEADOWVALE BOULEVARD to MEADOWVALE BOULEVARD (Plan No. 43M-589) from Markborough Properties Limited.

Mr. Taylor advised that this matter has been reviewed by the Region of Peel Street Names Committee, who objected to this proposal due to confliction with Meadowvale Court in Caledon and potential confusion relating to the Village of Meadowvale and Meadowvale Town Centre. He advised that his Department has reviewed these concerns and do not consider them to be of a serious nature.

Mr. Taylor recommended:

- 1. That the necessary by-law be enacted to rename North Meadowvale Boulevard as Meadowvale Boulevard.
- 2. That at such time as the renaming By-law is enacted, Markborough Properties Limited be directed to install the necessary street name signs.

Councillor Kennedy moved adoption of the report, which motion was voted on and carried.

B.06.589.02; F.02.07

See Recommendation 107-85 (Councillor Kennedy)

6. Report dated September 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Proposed Street Names, 455469 Ontario Ltd.

Mr. Taylor advised that G. Eric Hanson Associates Limited have submitted the following names for use in the above noted development:-

HAWTHORNE VALLEY WAY
BRANSBY CRESCENT
WOODHILL CRESCENT
TORMORE CRESCENT
SPRINGBROOKE CRESCENT
BUCKSTOWN CRESCENT
SUMMERVILLE CRESCENT
GLENN HAWTHORNE BOULEVARD
BIG JOHN RUN
MARY JANE LANE

Mr. Taylor further advised that these names have been reviewed by the Region of Peel Street Names Committee with the following names meeting with the approval of that group:-

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

Mr. Taylor recommended:-

That G. Eric Hanson Associates Limited be advised that the following names are approved for use in the development by 455469 Ontario Limited (T-84013).

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

Councillor Kennedy moved adoption of the report, which motion was voted on and carried.

T-84013; F.02.07
See Recommendation 108-85 (Councillor Kennedy)

7. Report dated September 11, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Proposed Street Names - John Rogers & Associates.

Mr. Taylor advised that John D. Rogers and Associates have submitted the following names for approval for use in a future development:-

VILLAGE VIEW
OLD VILLAGE VIEW

Mr. Taylor further advised that these names have been reviewed by the Region of Peel Street Names Committee with the following name being approved:-

VILLAGE VIEW

Mr. Taylor recommended:-

That John D. Rogers and Associates be advised that the name VILLAGE VIEW is approved for their exclusive use in a future development.

Prior to the discussion of this item, Mr. John Rogers declared a conflict of interest with respect to this item because he is a principle of John D. Rogers and Associates.

Councillor Culham moved adoption of the report, which motion was voted on and carried.

F.02.07

See Recommendation 109-85 (Councillor Culham)

8. Report dated September 10, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Proposed Street Names, Proposed Plan of Subdivision (T-77047).

Mr. Taylor advised that United Lands Corporation Limited have submitted the following names for use in the above noted development:-

HEARTWOOD COURT
FOREST PRESERVE TRAIL
THE FOREST GREEN

Mr. Taylor further advised that these names have been reviewed by the Region of Peel Street Names Committee with the following name being approved by that group:-

HEARTWOOD COURT

Mr. Taylor recommended:-

That United Lands Corporation Limited be advised that the following name is approved for use in proposed plan of subdivision T-77047:-

HEARTWOOD COURT.

Councillor Kennedy moved adoption of the report, which motion was voted on and carried.

T-77047; F.02.07

See Recommendation 110-85 (H. Kennedy)

9. Report dated September 10, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to proposed street names in the Dalewood Subdivision, 21T-81059M.

Mr. Taylor advised that the Proctor and Redfern Group have submitted the following names for approval for use in the above noted development:-

WESTWOOD WAY
DALEWOOD DRIVE
BLACKWOOD ROAD
BLACKDALE DRIVE
SPRUCEDALE ROAD
CEDARDALE DRIVE

Mr. Taylor advised that these names have been reviewed by the Region of Peel Street Names Committee with the following names being approved by that group.

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE

Mr. Taylor further advised that it should be noted that only one name is required for this development. The developer will select one of those names approved by Council and the remaining names will be removed from the Region of Peel list of reserved street names.

Mr. Taylor recommended:

That the Proctor and Redfern Group be advised that the following names are approved for use in Dalewood Subdivision (21T-81059M). (one name only to be selected).

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE.

Councillor Kennedy moved adoption of the report, which motion was voted on and carried

T.81059; F.02.07
See Recommendation 111-85 (H. Kennedy)

10. Report dated September 30, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to proposed street names - Lakeview Estates (Mississauga) II Limited (21T-79057).

Mr. Taylor advised that Lakeview Estates Limited have submitted the following names for use in the above noted development:-

ASHGLEN WAY
AVALON DRIVE
AVONDALE CRESCENT
BAYWOOD COURT
BRAEBAM COURT
BRIARWOOD COURT
EASTWOOD CRESCENT
ELMDALE CRESCENT
EVERGREEN CRESCENT
NESDALE CRESCENT

Mr. Taylor advised that these names have been reviewed by the Region of Peel Street Names Committee with the following names meeting with the approval of that group.

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

He advised that the remaining names were not approved due to duplication, spelling or pronunciation difficulties.

Mr. Taylor recommended:

That Lakeview Estates Limited be advised that the following names are approved for use in the Lakeview Estates (Mississauga) II Limited development (21T-79057).

AVALON DRIVE
BAYWOOD COURT
NESDALE CRESCENT

Councillor Kennedy noted that there already is a Nesdale Court in the City and requested that the recommendation contained in Mr. Taylor's report be amended by the deletion of Nesdale Crescent and that the Region of Peel Street Names Committee be requested to submit a third name for use in the above development.

Councillor Culham moved adoption of the report as amended, which motion was voted on and carried.

F.02.07; T-79057
See Recommendation 112-85 (Councillor Culham)

11. Report dated September 27, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Newspaper picked up for recycling.

Mr. Taylor advised that the following amounts of newspaper have been picked up for recycling.

	<u>August 1985</u>	<u>Total to Date from January 1985</u>
Robran Construction	107.88	1099.85 Tons
Mississauga Clean City Campaign	9.43	61.00 Tons
Boy Scouts	Not Available	204.18 Tons
Queenston Dr. Pubic School	Not Available	26.65 Tons

Mr. Taylor recommended:-

That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated September 27, 1985, with respect to newspaper pickup and recycling, be received.

Councillor Culham moved adoption of the report, which motion was voted on and carried.

F.05.04.05

See Recommendation 113-85 (D. Culham)

12. Correspondence addressed to Mayor H. McCallion from Ms. Glenna G. McClelland, Secretary, APPEAL, concerning municipal waste and, in particular, recycling, together with Mayor McCallion's reply.

Councillor Kennedy moved receipt of the correspondence, which motion was voted on and carried.

F.05.04.05; F.08.07.02

See Recommendation 114-85 (H. Kennedy)

13. Letter dated August 23, 1985, from Mr. Michael W. Basich requesting the municipality to undertake a program of improving accessibility to residential driveways by replacing or cutting the curbing as required.

Mr. Taylor advised that he will have a report on this matter available at the next meeting (Request for Report No. 267-85).

F.05.01

No Recommendation

14. Summary of Unfinished Business as of October 3, 1985.

Councillor Kennedy advised that Request No. 175-85 (Sidewalk on Revus Road) and Request No. 229-85 (Petition - Atwater Avenue) had been dealt with at General Committee on October 2, 1985, and could be removed from the list.

Mr. John Rogers advised that Request No. 152-85 (Financial Assistance for Senior Citizens/Handicapped - Snow Removal) had been dealt with by the Administration and Finance Committee on September 24, 1985.

With respect to Request No. 154-85 ('Welcome to Mississauga' Signs), Councillor Cook moved that the Engineering and Works Department, in conjunction with the Information and Public Relations Section of the Clerk's Department, come up with appropriate wording on the Welcome to Mississauga Signs at the major entrances to the City for approval of the Public Works Committee at the next meeting.

Councillor Kennedy moved receipt of the summary as amended, which motion was voted on and carried.

A.03.04.06.01

See Recommendation 115-85 (H. Kennedy)

15. Report dated October 2, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with respect to Collection of Office Waste from Industrial Establishments on Mondays (Request No. 199-85).

At the July 4, 1985, meeting of the Public Works Committee, the proposed Refuse Collection Contract for 1986-1991 was reviewed in detail and the Committee requested a report on Monday collection from Industrial Establishments.

The Committee requested the Engineering and Works Department to comment on a suggestion where there would be no collection at all on Mondays. Some five or six years ago, there were difficulties experienced with the collection of office waste from industrial and commercial establishments as the City's collection service started at 7:30 a.m. and quite a few establishments did not open until 8:30 a.m. or 9:00 a.m. This caused two basic problems:-

- (a) Some of the garbage was missed and consequently stayed on the curbside, and
- (b) Some businesses put their garbage out on a Friday night or Saturday night in order to ensure that the garbage would be picked up on Monday morning.

To resolve this problem, the Engineering and Works Department put a clause in the 1981 Contract to the effect that garbage collection for office waste from industrial and commercial businesses on a Monday will not commence until 10:00 a.m. Mr. Taylor stated this has made a substantial improvement and is working reasonably well in his opinion. This condition is included in the next five-year Tender Documents as well and the Engineering and Works Department feel that there is no need to abandon collection in its entirety on Mondays.

Mr. Taylor recommended:-

That the report dated October 2, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, considered by the Public Works Committee on October 3, 1985, with respect to collection of office waste from industrial establishments on Mondays, be received.

Councillor Kennedy moved receipt of the report, which motion was voted on and carried.

F.05.04.06

See Recommendation 116-85 (H. Kennedy)

16. Mr. A. McDonald advised the members of the Public Works Committee of the outcome of the Refuse Contract Bidders Meeting held on September 26, 1985. He advised that there is a clause in the Contract which states that the landfill site will be open from 7:30 a.m. to 4:30 p.m. He informed everyone that the bidders felt that the hours were too restrictive. Mr. McDonald advised that he had discussed this matter with the Region of Peel and they are presently looking into the matter.

He advised that the bidders would prefer to see the landfill site open from 7:30 a.m. to 5:30 P.M. and many stated that they could quote a less expensive price if the landfill site was open for that extra hour. Mr. McDonald advised that he decided to put in two extra clauses in the Contract just in case the landfill site hours were extended requesting quotes on what credits the City will be given based on extended hours for six months a year and on 12 months a year.

Mr. McDonald also advised the Committee Members that the matter of brokers was also discussed and he advised that they were informed that brokering would not be allowed; that the workers would have to be employees of the company.

Mr. McDonald advised that the bidders were not happy with recycling; however, they were advised that recycling is part of the contract and they would have to bid on it.

During discussion of the above matter, the Engineering and Works Department was requested to supply all members of the Public Works Committee with a revised copy of the Contract.

F.05.04.06

No Recommendation

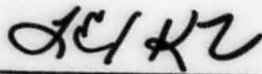
17. Discussion took place concerning the street name problem on Haines Road. Councillor Cook moved that the Engineering and Works Department be requested to investigate a solution to the street name problem on Haines Road and that Members of Council be approached to suggest proposed street names for the Committee's consideration.

F.02.07

See Recommendation 117-85 (D. Cook)

RECOMMENDATIONS: As per Report 7-85

ADJOURNMENT: 11:55 A.M.



Linda Evans for
Kathy Zammit, Committee Coordinator.

2346/129C

REPORT NO. 7-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

- 103-85 (a) That the City's winter maintenance policy not be amended to implement a service providing removal of windrows at driveways due to the high cost of carrying out such a service.
- (b) That a service be implemented to remove the windrow from all driveways where the owner or occupant is handicapped and that the appropriate signs be placed at the end of each driveway, and further, that this program be administered through the Treasury Department in conjunction with the normal winter assistance programme for the handicapped.

F.05.03.02
(38-103-85)

- 104-85 (a) That rippled pavement not be used as an attempt to control speed.
- (b) That the installation of rippled pavement on Midhurst Lane as previously approved by Council on April 9, 1985 (General Committee Recommendation 459-85) proceed subject to the area Councillor's support in discussions with area residents.

F.02.01; F.06.04.05
(38-104-85)

- 105-85 That a By-law be enacted to amend By-law 444-79, as amended, to permit long term on-street parking on the north side of Third Street for a maximum time period of 72 hours between a point 24 metres west of the west limit of East Avenue and the west limit of East Avenue; and between a point 10 metres east of the east limit of East Avenue and 23 metres west of the west limit of Westmount Avenue.

F.06.04.02
(38-105-85)

- 106-85 (a) That curbside collection of liquid waste not be included in the new garbage collection contract document.
- (b) That the Region of Peel be encouraged to implement the necessary procedures to ensure safe and satisfactory procedures for the disposal of undesirable household liquid wastes.

F.05.04.01
(38-106-85)

- 107-85 That the necessary steps be taken to rename North Meadowvale Boulevard as Meadowvale Boulevard and that at such time as the renaming By-law is enacted, Markborough Properties Limited be directed to install the necessary street name signs.

B.06.589.02; F.02.07
(38-107-85)

- 108-85 That G. Eric Hanson Associates Limited be advised that the following names are approved for use in the development by 455469 Ontario Limited (T-84013):-

SPRINGBROOKE CRESCENT
WOODHILL CRESCENT
GLENN HAWTHORNE BOULEVARD

T-84013; F.02.07
(38-108-85)

- 109-85 That John D. Rogers and Associates be advised that the name VILLAGE VIEW is approved for their exclusive use in a future development.

F.02.07
(38-109-85)

- 110-85 That United Lands Corporation Limited be advised that the name HEARTWOOD COURT is approved for use in proposed plan of subdivision T-77047.

T-77047; F.02.07
(38-110-85)

- 111-85 That the Proctor and Redfern Group be advised that the following names are approved for use in Dalewood Subdivision (21T-81059M) (one name only to be selected):-

BLACKDALE DRIVE
BLACKWOOD ROAD
DALEWOOD DRIVE

T-81059; F.02.07
(38-111-85)

- 112-85 (a) That Lakeview Estates Limited be advised that the following names are approved for use in the Lakeview Estates (Mississauga) II Limited development (21T-79057).

AVALON DRIVE
BAYWOOD COURT

- (b) That Nesdale Crescent not be approved.
(c) That the Region of Peel Street Names Committee be requested to submit a third street name for use in the Lakeview Estates (Mississauga) II Limited development (21T-79057).

F.02.07; T-79057
(38-112-85)

- 113-85 That the report dated September 27, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, considered by the Public Works Committee at its meeting held on October 3, 1985, with respect to newspaper pickup and recycling, be received.

F.05.04.05; F.08.07.02
(38-113-85)

- 114-85 That the correspondence dated July 10, 1985, addressed to Mayor H. McCallion from Ms. Glenna G. McClelland, Secretary, APPEAL, concerning municipal waste and, in particular, recycling, together with Mayor McCallion's reply, considered by the Public Works Committee on October 3, 1985, be received.

F.05.04.05; F.08.07.02
(38-114-85)

115-85 That the Summary of Unfinished Business for the Public Works Committee as of October 3, 1985, be amended by the deletion of the following requests for reports:-

152-85 Financial Assistance for Senior
Citizens/Handicapped - Snow Removal

175-85 Sidewalk on Revus Road

229-85 Petition - Atwater Avenue

A.03.04.06.01
(38-115-85)

116-85 That the report dated October 2, 1985, from the Commissioner of Engineering and Works considered by the Public Works Committee on October 3, 1985, with respect to collection of office waste from industrial establishments on Mondays, be received.

F.05.04.06
(38-116-85)

117-85 That the Engineering and Works Department be requested to investigate a solution to the street name problem on Haines Road and that Members of Council be approached to suggest proposed street names.

F.02.07
(38-117-85)